APPENDIX G
Intersection Level of Service Worksheets
Ambient Growth and Related Projects and Phase 1 Project Conditions (Year 2012)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Roscomare Rd & Mulholland Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.737
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	C

Street Name:	Roscomare Rd						Mulholland Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	126	0	94	0	0	0	0	645	453	174	466	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	135	0	101	0	0	0	0	690	485	186	499	0
Added Vol:	0	0	11	0	0	0	0	14	0	18	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	0	112	0	0	0	0	704	485	204	512	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	0	112	0	0	0	0	704	485	204	512	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	0	112	0	0	0	0	704	485	204	512	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	135	0	112	0	0	0	0	704	485	204	512	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.55	0.00	0.45	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	858	0	710	0	0	0	0	1568	1568	1568	1568	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.45	0.31	0.13	0.33	0.00
Crit Vol:			246	0				704		204		
Crit Moves:			****					****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Sepulveda Bl & Getty Ctr Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 1.086
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Bl						Getty Ctr Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	0	1 0	0 1	0	0	1! 0 0
Volume Module:												
Base Vol:	225	416	9	11	2434	119	5	0	17	1	1	2
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	241	445	10	12	2604	127	5	0	18	1	1	2
Added Vol:	0	187	0	0	279	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	241	632	10	12	2883	127	5	0	18	1	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	632	10	12	2883	127	5	0	18	1	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	632	10	12	2883	127	5	0	18	1	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	241	632	10	12	2883	127	5	0	18	1	1	2
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	0.00	1.00	0.25	0.25	0.50
Final Sat.:	1568	3088	47	1568	3135	1568	1568	0	1568	392	392	784
Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.20	0.01	0.92	0.08	0.00	0.00	0.01	0.00	0.00	0.00
Crit Vol:	241				1442				18	1		
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Sepulveda Bl & Moraga Dr/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	1.223
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Sepulveda Bl						Moraga Dr/I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	125	525	58	102	2345	1	90	78	11	78	89	28
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	134	562	62	109	2509	1	96	83	12	83	95	30
Added Vol:	197	187	0	0	279	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	331	749	62	109	2788	1	96	83	12	83	95	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	331	749	62	109	2788	1	96	83	12	83	95	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	749	62	109	2788	1	96	83	12	83	95	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	331	749	62	109	2788	1	96	83	12	83	95	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.77	0.23	1.00	1.99	0.01	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	1568	4343	360	1568	3134	1	1568	1374	194	1568	1568	1568
Capacity Analysis Module:												
Vol/Sat:	0.21	0.17	0.17	0.07	0.89	0.89	0.06	0.06	0.06	0.05	0.06	0.02
Crit Vol:	331				1395		96				95	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Sepulveda Bl & Church Ln/Ovada Pl

Cycle (sec): 100
Loss Time (sec): 0 (Y+R = 4 sec)
Optimal Cycle: 42
Critical Vol./Cap. (X): ~~0.560~~ xxxxxx 1.108
Average Delay (sec/veh): ~~xxxxxx~~
Level Of Service: A

Street Name:	Sepulveda Bl						Church Ln/Ovada Pl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 0	1	0 1	0 1	0	1 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	25	534	91	2	1694	680	106	51	23	92	128	3
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	27	571	97	2	1813	728	113	55	25	98	137	3
Added Vol:	0	365	0	0	248	31	15	0	72	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	936	97	2	2061	759	128	55	97	98	137	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	936	97	2	2061	759	128	55	97	98	137	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	936	97	2	2061	759	128	55	97	98	137	6
PCE Adj:	6.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	161	936	97	9	2061	759	141	55	97	98	137	6
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.39	1.61	1.00	0.01	1.46	0.53	1.00	0.36	0.64	1.00	0.96	0.04
Final Sat.:	607	2528	1568	2	2292	841	1568	566	1002	1568	1500	68
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.06	0.90	0.90	0.90	0.09	0.10	0.10	0.06	0.09	0.09
Crit Vol:		581		2					151		143	
Crit Moves:	~~****~~			~~****~~					****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Barrington Av & Sunset Bl

Cycle (sec):	100						Critical Vol./Cap. (X):						1.082				
Loss Time (sec):	0	(Y+R =	4	sec)			Average Delay (sec/veh):						xxxxxx				
Optimal Cycle:	180						Level Of Service:						F				
Street Name:	Barrington Av												Sunset Bl				
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	0	1	1	1	0	0	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	165	35	268			194	70	7			0	1802	179			251	2012	135		
Growth Adj:	1.07	1.07	1.07			1.07	1.07	1.07			1.07	1.07	1.07			1.07	1.07	1.07		
Initial Bse:	177	37	287			208	75	7			0	1928	192			269	2153	144		
Added Vol:	6	0	0			0	0	0			0	28	10			0	22	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	183	37	287			208	75	7			0	1956	202			269	2175	144		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	183	37	287			208	75	7			0	1956	202			269	2175	144		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	183	37	287			208	75	7			0	1956	202			269	2175	144		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.10			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Final Vol.:	183	37	315			208	75	7			0	1956	202			269	2175	144		
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375			1375	1375	1375			1375	1375	1375			1375	1375	1375		
Adjustment:	1.10	1.10	1.10			1.10	1.10	1.10			1.10	1.10	1.10			1.10	1.10	1.10		
Lanes:	1.00	0.21	1.79			1.00	0.91	0.09			1.00	2.00	1.00			1.00	1.88	0.12		
Final Sat.:	1513	321	2704			1513	1375	138			1513	3025	1513			1513	2837	188		
Capacity Analysis Module:																				
Vol/Sat:	0.12	0.12	0.12			0.14	0.05	0.05			0.00	0.65	0.13			0.18	0.77	0.77		
Crit Vol:	183					208						978				269				
Crit Moves:	****					****						****				****				

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Barrington Pl & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.153
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Barrington Pl						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 2	0	0 0	0 0 0	0	0 1	1 0	1	0 2	0 0
Volume Module:												
Base Vol:	51	0	567	0	0	0	0	1952	102	269	2052	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	55	0	607	0	0	0	0	2089	109	288	2196	0
Added Vol:	0	0	13	0	0	0	0	28	0	65	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	0	620	0	0	0	0	2117	109	353	2218	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	0	620	0	0	0	0	2117	109	353	2218	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	0	620	0	0	0	0	2117	109	353	2218	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	55	0	682	0	0	0	0	2117	109	353	2218	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.90	0.10	1.00	2.00	0.00
Final Sat.:	1568	0	3135	0	0	0	0	2981	154	1568	3135	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.22	0.00	0.00	0.00	0.00	0.71	0.71	0.23	0.71	0.00
Crit Vol:			341	0				1113		353		
Crit Moves:			****					****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Church Ln & I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.943
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Church Ln						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	2	1 0 2	0	0	0 0 1!	0	0	1 0 1!	0	0
Volume Module:												
Base Vol:	0	195	349	210	574	0	2	3	6	1442	1	39
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	209	373	225	614	0	2	3	6	1543	1	42
Added Vol:	0	15	2	0	31	0	0	0	0	236	0	72
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	224	375	225	645	0	2	3	6	1779	1	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	224	375	225	645	0	2	3	6	1779	1	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	224	375	225	645	0	2	3	6	1779	1	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	224	413	225	645	0	2	3	6	1957	1	114
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.18	0.27	0.55	1.88	0.01	0.11
Final Sat.:	0	3135	3135	1568	3135	0	285	428	855	2961	2	172
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.13	0.14	0.21	0.00	0.01	0.01	0.01	0.66	0.66	0.66
Crit Vol:			206	225				12		1036		
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Church Ln & Sunset Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.968
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Church Ln						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1	1 0	1	1 0	0 2	2 0	3	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	62	2	42	567	191	1152	193	2557	61	7	1023	337
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	66	2	45	607	204	1233	207	2736	65	7	1095	361
Added Vol:	0	0	0	203	0	64	15	25	0	0	24	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	2	45	810	204	1297	222	2761	65	7	1119	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	2	45	810	204	1297	222	2761	65	7	1119	363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	2	45	810	204	1297	222	2761	65	7	1119	363
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	73	2	45	891	204	1426	244	2761	65	7	1119	363
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	1.00	1.00	1.63	0.37	2.00	2.00	3.91	0.09	1.00	2.00	1.00
Final Sat.:	3025	1513	1513	2460	565	3025	3025	5910	140	1513	3025	1513
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.36	0.36	0.47	0.08	0.47	0.47	0.00	0.37	0.24
Crit Vol:	36					713		707		7		
Crit Moves:	****					****		****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 I-405 NB Ramps & Sunset Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.024
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	I-405 NB Ramps						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	2	0 1	0 0	2	1 0
Volume Module:												
Base Vol:	451	0	347	0	0	0	0	2043	861	0	794	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	483	0	371	0	0	0	0	2186	921	0	850	0
Added Vol:	0	0	1	0	0	0	0	229	0	0	26	148
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	483	0	372	0	0	0	0	2415	921	0	876	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	483	0	372	0	0	0	0	2415	921	0	876	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	483	0	372	0	0	0	0	2415	921	0	876	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	483	0	372	0	0	0	0	2415	921	0	876	148
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.57	0.43
Final Sat.:	1650	0	1650	0	0	0	0	3300	1650	0	4234	716
Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.23	0.00	0.00	0.00	0.00	0.73	0.56	0.00	0.21	0.21
Crit Vol:	483				0			1208		0		
Crit Moves:	****							****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Veteran Av & Sunset Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.297
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Veteran Av						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 1	1 0	1	0 2	0 0
Volume Module:												
Base Vol:	55	0	378	0	0	0	0	1890	185	355	1242	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	59	0	404	0	0	0	0	2022	198	380	1329	0
Added Vol:	168	0	6	0	0	0	0	9	238	9	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	0	410	0	0	0	0	2031	436	389	1347	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	0	410	0	0	0	0	2031	436	389	1347	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	0	410	0	0	0	0	2031	436	389	1347	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	227	0	410	0	0	0	0	2031	436	389	1347	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.65	0.35	1.00	2.00	0.00
Final Sat.:	1568	0	1568	0	0	0	0	2581	554	1568	3135	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.26	0.00	0.00	0.00	0.00	0.79	0.79	0.25	0.43	0.00
Crit Vol:			410	0				1234		389		
Crit Moves:			****					****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Bellagio & Sunset Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.970
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Bellagio						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	0	1! 0	1	1	0	1	0
Volume Module:												
Base Vol:	33	4	15	456	81	257	295	1814	108	62	1306	28
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	35	4	16	488	87	275	316	1941	116	66	1397	30
Added Vol:	0	0	0	0	0	0	0	15	0	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	4	16	488	87	275	316	1956	116	66	1424	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	4	16	488	87	275	316	1956	116	66	1424	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	4	16	488	87	275	316	1956	116	66	1424	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	35	4	16	537	87	302	316	1956	116	66	1424	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.63	0.08	0.29	1.74	0.26	1.00	1.00	1.89	0.11	1.00	1.96	0.04
Final Sat.:	960	116	436	2630	395	1513	1513	2856	169	1513	2963	62
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.20	0.22	0.20	0.21	0.68	0.68	0.04	0.48	0.48
Crit Vol:		56		309				1036		66		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Hilgard Av & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.083
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Hilgard Av						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	189	39	125	36	100	35	29	1012	277	436	1284	39
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	202	42	134	39	107	37	31	1083	296	467	1374	42
Added Vol:	0	0	95	0	0	0	0	15	0	119	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	42	229	39	107	37	31	1098	296	586	1401	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	42	229	39	107	37	31	1098	296	586	1401	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	42	229	39	107	37	31	1098	296	586	1401	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	222	42	252	39	107	37	31	1098	296	586	1401	42
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.29	0.24	1.47	0.21	0.59	0.20	1.00	1.57	0.43	1.00	1.94	0.06
Final Sat.:	1957	367	2214	318	885	310	1513	2382	643	1513	2937	88
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.12	0.12	0.12	0.02	0.46	0.46	0.39	0.48	0.48
Crit Vol:	172					183		697		586		
Crit Moves:	****					****		****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Beverly Glen Bl (West) & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.500
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Beverly Glen Bl (West)						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	112	85	514	93	97	21	21	980	194	689	1849	84
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	120	91	550	100	104	22	22	1049	208	737	1978	90
Added Vol:	0	0	18	0	0	0	0	110	0	54	146	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	91	568	100	104	22	22	1159	208	791	2124	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	91	568	100	104	22	22	1159	208	791	2124	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	91	568	100	104	22	22	1159	208	791	2124	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	120	91	568	100	104	22	22	1159	208	791	2124	90
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	0.44	0.46	0.10	1.00	1.70	0.30	1.00	1.92	0.08
Final Sat.:	1513	1513	1513	667	695	151	1513	2565	460	1513	2902	123
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.38	0.15	0.15	0.15	0.01	0.45	0.45	0.52	0.73	0.73
Crit Vol:			568		226			683		791		
Crit Moves:			****		****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Beverly Glen (East) & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.126
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Beverly Glen (East)						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1! 0	1	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	153	0	954	549	1082	0	0	1633	46
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	164	0	1021	587	1158	0	0	1747	49
Added Vol:	0	0	0	0	0	130	79	48	0	0	70	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	164	0	1151	666	1206	0	0	1817	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	164	0	1151	666	1206	0	0	1817	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	164	0	1151	666	1206	0	0	1817	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	164	0	1266	666	1206	0	0	1817	51
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	0.23	0.00	1.77	1.00	2.00	0.00	0.00	1.95	0.05
Final Sat.:	0	0	0	359	0	2776	1568	3135	0	0	3049	86
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.46	0.00	0.46	0.43	0.38	0.00	0.00	0.60	0.60
Crit Vol:		0		164			666				934	
Crit Moves:				****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Sepulveda Bl & Montana Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.868
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 140 Level Of Service: D

1.155

Street Name:	Sepulveda Bl						Montana Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	0 0	1! 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	104	339	552	469	972	92	12	374	86	75	119	99
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	111	363	591	502	1040	98	13	400	92	80	127	106
Added Vol:	0	126	0	133	188	0	0	0	0	0	0	95
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	489	591	635	1228	98	13	400	92	80	127	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	489	591	635	1228	98	13	400	92	80	127	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	489	591	635	1228	98	13	400	92	80	127	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	111	489	591	635	1228	98	13	400	92	161	127	201
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.85	0.15	0.03	0.79	0.18	0.49	0.69	0.82
Final Sat.:	1568	3135	1568	1568	2902	233	40	1242	286	766	1080	1289
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.38	0.40	0.42	0.42	0.32	0.32	0.32	0.10	0.12	0.16
Crit Vol:	~~111~~				663			505		80		
Crit Moves:	~~****~~				****			****		****		

591 635

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Veteran & Gayley

Cycle (sec):	100	Critical Vol./Cap. (X):	1.206
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	36	230	61	200	365	47	105	689	31	31	133	38
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	39	246	65	214	391	50	112	737	33	33	142	41
Added Vol:	0	15	0	224	24	0	0	133	0	0	95	158
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	261	65	438	415	50	112	870	33	33	237	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	261	65	438	415	50	112	870	33	33	237	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	261	65	438	415	50	112	870	33	33	237	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	39	261	65	438	415	50	112	870	33	33	237	199
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.11	0.71	0.18	0.48	0.46	0.06	0.11	0.86	0.03	0.07	0.51	0.42
Final Sat.:	174	1181	295	800	758	92	183	1414	54	117	835	699
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.55	0.55	0.55	0.62	0.62	0.62	0.28	0.28	0.28
Crit Vol:	39				903			1016		33		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Gayley Av & Le Conte Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.864
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: D

Street Name:	Gayley Av						Le Conte Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	28	891	210	158	307	14	41	144	11	219	84	105
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	30	953	225	169	328	15	44	154	12	234	90	112
Added Vol:	0	24	17	228	24	0	0	0	0	19	0	168
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	977	242	397	352	15	44	154	12	253	90	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	977	242	397	352	15	44	154	12	253	90	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	977	242	397	352	15	44	154	12	253	90	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	977	242	397	352	15	44	154	12	253	90	280
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.60	0.40	1.00	1.92	0.08	1.00	0.93	0.07	1.00	1.00	1.00
Final Sat.:	1650	2646	654	1650	3165	135	1650	1533	117	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.24	0.11	0.11	0.03	0.10	0.10	0.15	0.05	0.17
Crit Vol:		610		397				166		253		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Gayley Av & Weyburn Av

Cycle (sec):	100	Critical Vol./Cap. (X):	0.636
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Street Name:	Gayley Av						Weyburn Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	23	850	78	33	527	119	288	215	56	46	95	57
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	25	910	83	35	564	127	308	230	60	49	102	61
Added Vol:	0	41	53	0	43	0	0	0	0	35	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	951	136	35	607	127	308	230	60	84	102	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	951	136	35	607	127	308	230	60	84	102	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	951	136	35	607	127	308	230	60	84	102	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	25	951	136	35	607	127	308	230	60	84	102	61
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.75	0.25	1.00	1.65	0.35	1.00	0.80	0.20	1.00	0.62	0.38
Final Sat.:	1650	2886	414	1650	2728	572	1650	1319	331	1650	1031	619
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.33	0.02	0.22	0.22	0.19	0.17	0.18	0.05	0.10	0.10
Crit Vol:		543			35			308			163	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Hilgard Av & Le Conte Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.663
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Street Name:	Hilgard Av						Le Conte Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	44	510	5	5	261	379	316	52	28	20	156	31
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	47	546	5	5	279	406	338	56	30	21	167	33
Added Vol:	16	50	0	0	54	47	34	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	596	5	5	333	453	372	56	40	21	167	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	596	5	5	333	453	372	56	40	21	167	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	596	5	5	333	453	372	56	40	21	167	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	596	5	5	333	453	409	56	40	21	167	33
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.99	0.01	1.00	1.00	1.00	1.76	0.24	1.00	1.00	0.83	0.17
Final Sat.:	1568	1554	14	1568	1568	1568	2760	375	1568	1568	1308	260
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.00	0.21	0.29	0.15	0.15	0.03	0.01	0.13	0.13
Crit Vol:		601			5			232				200
Crit Moves:		****			****			****				****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Bundy Dr & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.977
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Bundy Dr						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	178	654	105	122	779	56	71	1079	106	113	1383	65
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	190	700	112	131	834	60	76	1155	113	121	1480	70
Added Vol:	0	0	5	0	0	0	0	72	0	1	50	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	700	117	131	834	60	76	1227	113	122	1530	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	700	117	131	834	60	76	1227	113	122	1530	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	700	117	131	834	60	76	1227	113	122	1530	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	190	700	117	131	834	60	76	1227	113	122	1530	70
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.71	0.29	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1513	2591	434	1513	2822	203	1513	3025	1513	1513	3025	1513
Capacity Analysis Module:												
Vol/Sat:	0.13	0.27	0.27	0.09	0.30	0.30	0.05	0.41	0.07	0.08	0.51	0.05
Crit Vol:	190				447		76				765	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Barrington Av & Wilshire Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.956
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Barrington Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	132	347	112	207	361	65	64	1538	80	107	1762	71
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	141	371	120	221	386	70	68	1646	86	114	1885	76
Added Vol:	1	0	10	70	0	0	0	76	1	2	50	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	371	130	291	386	70	68	1722	87	116	1935	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	371	130	291	386	70	68	1722	87	116	1935	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	371	130	291	386	70	68	1722	87	116	1935	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	142	371	130	291	386	70	68	1722	87	116	1935	88
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.48	0.52	1.00	1.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	2445	855	1650	2796	504	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.18	0.14	0.14	0.04	0.52	0.05	0.07	0.59	0.05
Crit Vol:		251		291			68				968	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 San Vicente/Federal & Wilshire Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.227
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	San Vicente Bl/Federal Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 1	0 1	0	1 0	2 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	88	204	115	1358	272	38	17	1807	73	103	1981	1048
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	94	218	123	1453	291	41	18	1933	78	110	2120	1121
Added Vol:	77	0	0	12	1	1	0	80	12	0	139	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	218	123	1465	292	42	18	2013	90	110	2259	1128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	171	218	123	1465	292	42	18	2013	90	110	2259	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	218	123	1465	292	42	18	2013	90	110	2259	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	171	218	123	1612	292	42	18	2013	90	110	2259	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	3.00	0.88	0.12	1.00	2.87	0.13	1.00	2.00	1.00
Final Sat.:	1513	3025	1513	4537	1324	189	1513	4343	194	1513	3025	1513
Capacity Analysis Module:												
Vol/Sat:	0.11	0.07	0.08	0.36	0.22	0.22	0.01	0.46	0.46	0.07	0.75	0.00
Crit Vol:	171			537			18			1129		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #24 Sepulveda Bl & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.556
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Bl						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	2	1 0	2 0	4	1 0
Volume Module:												
Base Vol:	250	315	348	228	626	262	73	3310	255	135	3309	60
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	267	337	372	244	670	280	78	3542	273	144	3541	64
Added Vol:	98	107	78	2	178	8	2	47	106	32	515	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	366	444	450	246	848	288	80	3589	379	176	4056	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	366	444	450	246	848	288	80	3589	379	176	4056	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	366	444	450	246	848	288	80	3589	379	176	4056	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	366	444	450	246	848	288	88	3589	379	194	4056	80
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	1.49	0.51	2.00	2.71	0.29	2.00	4.90	0.10
Final Sat.:	1513	1513	1513	1513	2257	768	3025	4104	433	3025	7416	147
Capacity Analysis Module:												
Vol/Sat:	0.24	0.29	0.30	0.16	0.38	0.38	0.03	0.87	0.87	0.06	0.55	0.55
Crit Vol:	366				568			1323		97		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #25 Veteran Av & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.189 1,201
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Veteran Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 2	2 0	3	1 0	2 0	3	1 0
Volume Module:												
Base Vol:	192	492	98	116	249	457	514	3775	233	85	2419	46
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	205	526	105	124	266	489	550	4039	249	91	2588	49
Added Vol:	0	15	121	0	24	0	0	532	123	104	510	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	541	226	124	290	489	550	4571	372	195	3098	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	541	226	124	290	489	550	4571	372	195	3098	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	541	226	124	290	489	550	4571	372	195	3098	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	205	541	226	124	290	538	605	4571	372	214	3098	49
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	~~1425~~ 1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	2.00	2.00	3.70	0.30	2.00	3.94	0.06
Final Sat.:	1568	3135	1568	1568	3135	3135	3135	5798	472	3135	6172	98
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.14	0.08	0.09	0.17	0.19	0.79	0.79	0.07	0.50	0.50
Crit Vol:	205					269		1236		107		
Crit Moves:	****					****		****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Gayley Av & Wilshire Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.083
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Gayley Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 0	2	2 0	3 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	58	411	64	87	115	345	527	3262	219	52	2596	188
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	62	440	68	93	123	369	564	3490	234	56	2778	201
Added Vol:	0	8	6	40	11	146	190	463	0	9	467	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	448	74	133	134	515	754	3953	234	65	3245	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	448	74	133	134	515	754	3953	234	65	3245	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	448	74	133	134	515	754	3953	234	65	3245	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	62	448	74	133	134	567	829	3953	234	65	3245	218
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.00	2.00	2.00	3.78	0.22	1.00	3.75	0.25
Final Sat.:	1513	3025	1513	1513	1513	3025	3025	5711	339	1513	5669	381
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.05	0.09	0.09	0.19	0.27	0.69	0.69	0.04	0.57	0.57
Crit Vol:		224		133			415				866	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #27 Westwood Bl & Lindbrook Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.791
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name:	Westwood Bl						Lindbrook Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1 0 1	0	1	1 1 0	0	1	0 1 0	0	1	0 1 0
Volume Module:												
Base Vol:	0	1171	281	7	401	29	22	114	43	83	133	27
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	1253	301	7	429	31	24	122	46	89	142	29
Added Vol:	24	330	299	0	203	0	0	87	0	225	64	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	1583	600	7	632	31	24	209	46	314	206	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1583	600	7	632	31	24	209	46	314	206	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1583	600	7	632	31	24	209	46	314	206	29
PCE Adj:	4.00	1.00	1.00	6.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	96	1583	600	45	632	31	24	209	46	314	206	29
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.13	1.87	1.00	0.23	2.64	0.13	0.17	1.50	0.33	1.00	0.89	0.11
Final Sat.:	206	3094	1650	373	4360	217	279	2476	545	1650	1476	174
Capacity Analysis Module:												
Vol/Sat:	0.12	0.51	0.36	0.02	0.14	0.14	0.08	0.08	0.08	0.19	0.14	0.17
Crit Vol:		844		7				139		314		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #28 Westwood Bl & Wilshire Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.167
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

1.291

Street Name:	Westwood Bl						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 2	1 1	2	0 3	1 0	2	0 3	1 0
Volume Module:												
Base Vol:	103	804	146	71	257	206	520	2611	133	177	2602	199
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	110	860	156	76	275	220	556	2794	142	189	2784	213
Added Vol:	2	159	248	46	89	293	425	58	26	224	197	69
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	1019	404	122	364	513	981	2852	168	413	2981	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	1019	404	122	364	513	981	2852	168	413	2981	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1019	404	122	364	513	981	2852	168	413	2981	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	112	1019	404	122	364	565	1080	2852	168	455	2981	282
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	~~1425~~ 1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.15	0.85	1.00	2.00	2.00	2.00	3.78	0.22	2.00	3.65	0.35
Final Sat.:	1568	3367	1335	1568	3135	3135	3135	5921	349	3135	5728	542
Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.30	0.08	0.12	0.18	0.34	0.48	0.48	0.15	0.52	0.52
Crit Vol:		474			~~182~~ 122			540			816	
Crit Moves:		****						****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #29 Glendon Av & Wilshire Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.019
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Glendon Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	15	140	19	138	528	206	293	2196	283	66	2117	198
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	16	150	20	148	565	220	314	2350	303	71	2265	212
Added Vol:	0	0	0	40	0	179	243	109	0	0	312	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	150	20	188	565	399	557	2459	303	71	2577	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	150	20	188	565	399	557	2459	303	71	2577	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	150	20	188	565	399	557	2459	303	71	2577	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	16	150	20	188	565	439	612	2459	303	71	2577	266
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.88	0.12	1.00	1.00	2.00	2.00	3.00	1.00	1.00	3.63	0.37
Final Sat.:	1568	1380	187	1568	1568	3135	3135	4703	1568	1568	5684	586
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.12	0.36	0.14	0.20	0.52	0.19	0.05	0.45	0.45
Crit Vol:	16				565		306				711	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #30 Selby Av & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.996
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Selby Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	89	81	98	117	38	48	24	1942	37	69	3046	78
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	95	87	105	125	41	51	26	2078	40	74	3259	83
Added Vol:	80	6	16	34	0	1	6	149	1	0	209	49
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	93	121	159	41	52	32	2227	41	74	3468	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	93	121	159	41	52	32	2227	41	74	3468	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	93	121	159	41	52	32	2227	41	74	3468	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	175	93	121	159	41	52	32	2227	41	74	3468	132
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.43	0.57	1.00	0.44	0.56	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1568	680	887	1568	685	882	1568	4703	1568	1568	4703	1568
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.14	0.10	0.06	0.06	0.02	0.47	0.03	0.05	0.74	0.08
Crit Vol:		214		159			32				1156	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Warner Av & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): ~~1.408~~ 0.893
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): ~~xxxxxx~~
Optimal Cycle: 180 Level Of Service: F

Street Name:	Warner Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	95	68	35	89	84	118	94	2316	22	16	2673	84
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	102	73	37	95	90	126	101	2478	24	17	2860	90
Added Vol:	0	0	0	0	0	0	0	225	0	0	260	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	73	37	95	90	126	101	2703	24	17	3120	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	73	37	95	90	126	101	2703	24	17	3120	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	73	37	95	90	126	101	2703	24	17	3120	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	102	73	37	95	90	126	101	2703	24	17	3120	90
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.97	0.03	1.00	2.92	0.08
Final Sat.:	1568	1568	1568	1568	1568	1568	1568	4662	41	1568	4571	132
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.02	0.06	0.06	0.08	0.06	0.58	0.58	0.01	0.68	0.68
Crit Vol:	102					126		~~789~~			1070	
Crit Moves:	****					****		****			****	

101

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #33 Beverly Glen Bl & Wilshire Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.018
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

1.055

Street Name:	Beverly Glen Bl						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	2	1 0
Volume Module:												
Base Vol:	155	408	99	92	577	72	120	2002	249	131	2198	73
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	166	437	106	98	617	77	128	2142	266	140	2352	78
Added Vol:	38	9	1	1	44	10	8	178	39	3	213	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	446	107	99	661	87	136	2320	305	143	2565	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	446	107	99	661	87	136	2320	305	143	2565	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	446	107	99	661	87	136	2320	305	143	2565	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	204	446	107	99	661	87	136	2320	305	143	2565	79
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.61	0.39	1.00	1.77	0.23	1.00	3.00	1.00	1.00	2.91	0.09
Final Sat.:	1568	2528	607	1568	2770	365	1568	4703	1568	1568	4562	141
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.18	0.06	0.24	0.24	0.09	0.49	0.19	0.09	0.56	0.56
Crit Vol:	204				374		136				881	
Crit Moves:	****				****		****				****	

1375

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 Westwood Bl & Wellworth Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.694 0.705
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Street Name:	Westwood Bl						Wellworth Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	65	1204	244	24	403	11	32	75	56	75	71	89
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	70	1288	261	26	431	12	34	80	60	80	76	95
Added Vol:	18	404	0	0	330	9	6	0	12	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	1692	261	26	761	21	40	80	72	80	76	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	1692	261	26	761	21	40	80	72	80	76	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	1692	261	26	761	21	40	80	72	80	76	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	88	1692	261	26	761	21	40	80	72	80	76	95
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.95	0.05	0.21	0.42	0.37	0.32	0.30	0.38
Final Sat.:	1650	3300	1650	1650	3212	88	345	688	617	527	499	625
Capacity Analysis Module:												
Vol/Sat:	0.05	0.51	0.16	0.02	0.24	0.24	0.12	0.12	0.12	0.15	0.15	0.15
Crit Vol:		846		26				192		80		
Crit Moves:		****		****				****		****		

40 251

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #35 Westwood Bl & Rochester Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.613
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Street Name:	Westwood Bl						Rochester Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	30	1181	28	16	480	18	14	25	29	23	24	15
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	32	1264	30	17	514	19	15	27	31	25	26	16
Added Vol:	34	422	0	0	342	0	0	0	54	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	1686	30	17	856	19	15	27	85	25	26	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	1686	30	17	856	19	15	27	85	25	26	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1686	30	17	856	19	15	27	85	25	26	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	66	1686	30	17	856	19	15	27	85	25	26	16
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.12	0.21	0.67	0.37	0.39	0.24
Final Sat.:	1650	3300	1650	1650	3300	1650	195	348	1107	612	639	399
Capacity Analysis Module:												
Vol/Sat:	0.04	0.51	0.02	0.01	0.26	0.01	0.08	0.08	0.08	0.04	0.04	0.04
Crit Vol:		843		17				127		25		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #36 Barrington Av & Santa Monica Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.874
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 114 Level Of Service: D

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Street Name:	Barrington Av						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	90	558	97	103	509	49	44	1430	62	74	1435	65
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	96	597	104	110	545	52	47	1530	66	79	1535	70
Added Vol:	0	12	0	1	6	13	26	332	0	0	369	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	609	104	111	551	65	73	1862	66	79	1904	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	609	104	111	551	65	73	1862	66	79	1904	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	609	104	111	551	65	73	1862	66	79	1904	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	96	609	104	111	551	65	73	1862	66	79	1904	71
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	0.89	0.11	1.00	2.90	0.10	1.00	2.89	0.11
Final Sat.:	1650	1650	1650	1650	1475	175	1650	4780	170	1650	4773	177
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.06	0.07	0.37	0.37	0.04	0.39	0.39	0.05	0.40	0.40
Crit Vol:		609		111				643		79		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #37 Sawtelle Bl & Ohio Av

Cycle (sec): 100 Critical Vol./Cap. (X): 1.204
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sawtelle Bl						Ohio Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0	0 0	1	0	0 1	0	1	0 0	1	0
Volume Module:												
Base Vol:	71	319	147	33	82	25	72	809	58	65	484	90
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	76	341	157	35	88	27	77	866	62	70	518	96
Added Vol:	51	98	121	1	23	0	0	27	0	82	17	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	439	278	36	111	27	77	893	62	152	535	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	439	278	36	111	27	77	893	62	152	535	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	439	278	36	111	27	77	893	62	152	535	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	127	439	278	36	111	27	77	893	62	152	535	102
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.15	0.52	0.33	1.00	0.81	0.19	1.00	0.93	0.07	1.00	0.84	0.16
Final Sat.:	248	858	544	1650	1329	321	1650	1543	107	1650	1385	265
Capacity Analysis Module:												
Vol/Sat:	0.51	0.51	0.51	0.02	0.08	0.08	0.05	0.58	0.58	0.09	0.39	0.39
Crit Vol:		845		36				955		152		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Sepulveda Bl & Ohio Av

Cycle (sec): 100 Critical Vol./Cap. (X): 1.029
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Bl						Ohio Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	87	688	222	30	717	83	180	747	87	89	521	50
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	93	736	238	32	767	89	193	799	93	95	557	53
Added Vol:	6	247	0	0	196	60	94	54	1	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	983	238	32	963	149	287	853	94	95	597	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	983	238	32	963	149	287	853	94	95	597	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	983	238	32	963	149	287	853	94	95	597	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	99	983	238	32	963	149	287	853	94	95	597	53
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.73	0.27	1.00	0.90	0.10	1.00	0.92	0.08
Final Sat.:	1650	3300	1650	1650	2858	442	1650	1486	164	1650	1514	136
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.14	0.02	0.34	0.34	0.17	0.57	0.57	0.06	0.39	0.39
Crit Vol:	99				556			947		95		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #39 Veteran Av & Ohio Av

Cycle (sec):	100	Critical Vol./Cap. (X):	0.936
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Veteran Av						Ohio Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	71	113	52	28	120	45	82	894	84	99	506	62
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	76	121	56	30	128	48	88	957	90	106	541	66
Added Vol:	0	105	0	0	70	40	54	0	0	0	0	50
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	226	56	30	198	88	142	957	90	106	541	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	226	56	30	198	88	142	957	90	106	541	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	226	56	30	198	88	142	957	90	106	541	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	76	226	56	30	198	88	142	957	90	106	541	116
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.21	0.63	0.16	0.09	0.63	0.28	1.00	0.91	0.09	1.00	0.82	0.18
Final Sat.:	351	1043	257	156	1034	460	1650	1508	142	1650	1358	292
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.19	0.19	0.19	0.09	0.63	0.63	0.06	0.40	0.40
Crit Vol:	76				317			1046		106		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #40 Westwood Bl & Ohio Av

Cycle (sec):	100	Critical Vol./Cap. (X):	0.956
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Westwood Bl						Ohio Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	132	1081	47	38	498	59	235	443	108	61	412	35
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	141	1157	50	41	533	63	251	474	116	65	441	37
Added Vol:	50	456	0	0	396	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	1613	50	41	929	63	251	474	116	65	441	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	1613	50	41	929	63	251	474	116	65	441	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	1613	50	41	929	63	251	474	116	65	441	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	191	1613	50	41	929	63	251	474	116	65	441	37
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.80	0.20	1.00	0.92	0.08
Final Sat.:	1650	3300	1650	1650	3300	1650	1650	1327	323	1650	1521	129
Capacity Analysis Module:												
Vol/Sat:	0.12	0.49	0.03	0.02	0.28	0.04	0.15	0.36	0.36	0.04	0.29	0.29
Crit Vol:		806			41			251			478	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #41 Sawtelle Bl & Santa Monica Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.942
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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Street Name:	Sawtelle Bl						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	88	289	126	57	136	21	30	1244	90	144	1438	191
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	94	309	135	61	146	22	32	1331	96	154	1539	204
Added Vol:	16	204	0	14	90	1	6	315	19	12	374	60
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	513	135	75	236	23	38	1646	115	166	1913	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	513	135	75	236	23	38	1646	115	166	1913	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	513	135	75	236	23	38	1646	115	166	1913	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	110	513	135	75	236	23	38	1646	115	166	1913	264
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.79	0.21	1.00	0.91	0.09	1.00	2.80	0.20	1.00	2.64	0.36
Final Sat.:	1568	1241	326	1568	1425	142	1568	4395	308	1568	4131	571
Capacity Analysis Module:												
Vol/Sat:	0.07	0.41	0.41	0.05	0.17	0.17	0.02	0.37	0.37	0.11	0.46	0.46
Crit Vol:		648		75				587		166		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #42 I-405 SB Ramps & Santa Monica Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.170
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	I-405 SB Ramps						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	1 0	1 1	0 0	3	1 0	1	0 3	0 0
Volume Module:												
Base Vol:	0	0	0	649	232	428	0	1187	650	391	1572	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	694	248	458	0	1270	696	418	1682	0
Added Vol:	0	0	0	255	0	102	0	200	129	69	345	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	949	248	560	0	1470	824	487	2027	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	949	248	560	0	1470	824	487	2027	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	949	248	560	0	1470	824	487	2027	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	1044	248	616	0	1470	824	487	2027	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	2.00	0.57	1.43	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	3135	901	2234	0	4703	1568	1568	4703	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.28	0.28	0.00	0.31	0.53	0.31	0.43	0.00
Crit Vol:		0		522					825	487		
Crit Moves:				****					****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #43 I-405 NB Ramps & Santa Monica Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.021
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	I-405 NB Ramps						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1	1 1	0 0	0	0 0	1 0	3	0 0	0 0	3	1 0
Volume Module:												
Base Vol:	718	498	794	0	0	0	488	1401	0	0	1219	305
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	768	533	850	0	0	0	522	1499	0	0	1304	326
Added Vol:	231	0	146	0	0	0	58	397	0	0	182	67
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	999	533	996	0	0	0	580	1896	0	0	1486	393
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	999	533	996	0	0	0	580	1896	0	0	1486	393
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	999	533	996	0	0	0	580	1896	0	0	1486	393
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1099	533	1095	0	0	0	580	1896	0	0	1486	393
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	1.00	2.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	3.16	0.84
Final Sat.:	3135	1568	3135	0	0	0	1568	4703	0	0	4958	1312
Capacity Analysis Module:												
Vol/Sat:	0.35	0.34	0.35	0.00	0.00	0.00	0.37	0.40	0.00	0.00	0.30	0.30
Crit Vol:	550				0		580				470	
Crit Moves:	****						****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #44 Sepulveda Bl & Santa Monica Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.062
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Sepulveda Bl						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	201	1096	73	119	694	126	130	1517	358	101	1097	44
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	215	1173	78	127	743	135	139	1623	383	108	1174	47
Added Vol:	2	192	2	8	134	56	149	393	0	8	191	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	217	1365	80	135	877	191	288	2016	383	116	1365	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	1365	80	135	877	191	288	2016	383	116	1365	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	1365	80	135	877	191	288	2016	383	116	1365	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	217	1365	80	135	877	191	288	2016	383	116	1365	64
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1513	3025	1513	1513	3025	1513	1513	4537	1513	1513	4537	1513
Capacity Analysis Module:												
Vol/Sat:	0.14	0.45	0.05	0.09	0.29	0.13	0.19	0.44	0.25	0.08	0.30	0.04
Crit Vol:		682		135				672		116		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #45 Veteran Av & Santa Monica Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.701
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	C

Street Name:	Veteran Av						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	1	0	0 1	0	1 0	3	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	62	357	14	5	196	32	83	1167	0	18	1133	28
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	66	382	15	5	210	34	89	1249	0	19	1212	30
Added Vol:	6	87	2	6	58	5	9	368	6	3	185	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	469	17	11	268	39	98	1617	6	22	1397	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	469	17	11	268	39	98	1617	6	22	1397	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	469	17	11	268	39	98	1617	6	22	1397	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	469	17	11	268	39	98	1617	6	22	1397	39
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.97	0.03	1.00	0.87	0.13	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1513	1460	53	1513	1319	193	1513	4537	1513	1513	4537	1513
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.32	0.01	0.20	0.20	0.06	0.36	0.00	0.01	0.31	0.03
Crit Vol:		486		11			98				466	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #46 Westwood Bl & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.067
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Westwood Bl						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	2 0	3	0 1	2 0	3	0 1
Volume Module:												
Base Vol:	65	963	42	97	570	74	188	1459	64	141	1522	159
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	70	1030	45	104	610	79	201	1561	68	151	1629	170
Added Vol:	7	445	5	27	349	20	22	343	11	8	164	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1475	50	131	959	99	223	1904	79	159	1793	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1475	50	131	959	99	223	1904	79	159	1793	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1475	50	131	959	99	223	1904	79	159	1793	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	77	1475	50	131	959	99	245	1904	79	175	1793	209
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1513	2926	99	1513	3025	1513	3025	4537	1513	3025	4537	1513
Capacity Analysis Module:												
Vol/Sat:	0.05	0.50	0.50	0.09	0.32	0.07	0.08	0.42	0.05	0.06	0.40	0.14
Crit Vol:		763		131			123				598	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #47 Overland Av & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.525
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Overland Av						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1! 0	0	0	0 0 0	0	0	3 0 1	1	0	3 0 0
Volume Module:												
Base Vol:	204	0	168	0	0	0	0	1341	66	5	1360	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	218	0	180	0	0	0	0	1435	71	5	1455	0
Added Vol:	2	0	2	0	0	0	0	369	6	4	209	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	0	182	0	0	0	0	1804	77	9	1664	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	0	182	0	0	0	0	1804	77	9	1664	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	0	182	0	0	0	0	1804	77	9	1664	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	242	0	182	0	0	0	0	1804	77	9	1664	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.14	0.00	0.86	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1791	0	1344	0	0	0	0	4703	1568	1568	4703	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.38	0.05	0.01	0.35	0.00
Crit Vol:	212				0			601		9		
Crit Moves:	****							****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #48 Beverly Glen Bl & Santa Monica North

Cycle (sec):	100	Critical Vol./Cap. (X):	0.705
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	C

Street Name:	Beverly Glen Bl						Santa Monica North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 2	1 0	2	0 3	0 2
Volume Module:												
Base Vol:	1	544	37	251	686	68	43	1224	28	28	988	72
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	1	582	40	269	734	73	46	1310	30	30	1057	77
Added Vol:	9	38	0	44	39	2	0	363	1	0	245	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	620	40	313	773	75	46	1673	31	30	1302	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	620	40	313	773	75	46	1673	31	30	1302	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	620	40	313	773	75	46	1673	31	30	1302	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	11	620	40	344	773	75	51	1673	31	33	1302	96
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.95	0.05	2.00	3.00	2.00
Final Sat.:	3025	3025	1513	3025	3025	1513	3025	4455	82	3025	4537	3025
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.03	0.11	0.26	0.05	0.02	0.38	0.38	0.01	0.29	0.03
Crit Vol:		310		172				568		16		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #49 Beverly Glen & Santa Monica South

Cycle (sec):	100	Critical Vol./Cap. (X):	0.888
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	129	Level Of Service:	D

Street Name:	Beverly Glen Bl						Santa Monica South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Include	Permitted		Include	Permitted		Include	Permitted		Include
Rights:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	0	1 0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	32	857	43	6	782	34	36	760	11	21	311	38
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	34	917	46	6	837	36	39	813	12	22	333	41
Added Vol:	0	47	0	0	41	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	964	46	6	878	36	39	813	12	22	333	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	964	46	6	878	36	39	813	12	22	333	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	964	46	6	878	36	39	813	12	22	333	41
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	137	964	46	26	878	36	39	813	12	22	333	41
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.07	1.85	0.08	0.01	1.91	0.08	0.04	0.95	0.01	0.06	0.84	0.10
Final Sat.:	120	3048	132	24	3149	128	74	1554	22	94	1387	169
Capacity Analysis Module:												
Vol/Sat:	0.29	0.32	0.35	0.27	0.28	0.28	0.52	0.52	0.52	0.24	0.24	0.24
Crit Vol:			573	6				863		22		
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #50 Bundy Dr & Olympic Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.370
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Bundy Dr						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 3	0	1	2 0 2	1	0
Volume Module:												
Base Vol:	226	1968	68	317	807	95	114	975	194	141	1132	209
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	242	2106	73	339	863	102	122	1043	208	151	1211	224
Added Vol:	45	5	33	0	1	45	29	190	29	19	144	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	2111	106	339	864	147	151	1233	237	170	1355	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	287	2111	106	339	864	147	151	1233	237	170	1355	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	2111	106	339	864	147	151	1233	237	170	1355	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	287	2111	106	339	864	147	151	1233	237	187	1355	224
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.58	0.42
Final Sat.:	1513	3025	1513	1513	3025	1513	1513	4537	1513	3025	3895	643
Capacity Analysis Module:												
Vol/Sat:	0.19	0.70	0.07	0.22	0.29	0.10	0.10	0.27	0.16	0.06	0.35	0.35
Crit Vol:		1055		339			151				526	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #51 Barrington Av & Olympic Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.050
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Barrington Av						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted Include			Permitted Include		
Rights:	Include			Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	2	0	1	0	1	0	4	0	1
Volume Module:												
Base Vol:	280	937	251	277	564	69	56	1266	84	105	1788	150
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	300	1003	269	296	603	74	60	1355	90	112	1913	161
Added Vol:	7	9	40	0	6	0	0	158	7	40	120	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	307	1012	309	296	609	74	60	1513	97	152	2033	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	307	1012	309	296	609	74	60	1513	97	152	2033	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	1012	309	296	609	74	60	1513	97	152	2033	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	307	1012	309	296	609	74	60	1513	97	152	2033	164
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.53	0.47	1.00	2.00	1.00	1.00	2.82	0.18	1.00	4.00	1.00
Final Sat.:	1568	2402	733	1568	3135	1568	1568	4419	283	1568	6270	1568
Capacity Analysis Module:												
Vol/Sat:	0.20	0.42	0.42	0.19	0.19	0.05	0.04	0.34	0.34	0.10	0.32	0.10
Crit Vol:		660		296				536		152		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #52 Sawtelle Bl & Olympic Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.297
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Sawtelle Bl						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	2 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	216	472	563	138	407	50	18	1591	116	184	1805	103
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	231	505	602	148	435	53	19	1702	124	197	1931	110
Added Vol:	0	208	0	1	118	2	9	102	0	0	71	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	713	602	149	553	56	28	1804	124	197	2002	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	713	602	149	553	56	28	1804	124	197	2002	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	713	602	149	553	56	28	1804	124	197	2002	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	231	713	602	149	553	56	28	1804	124	197	2002	113
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	1.82	0.18	1.00	2.81	0.19	1.00	3.79	0.21
Final Sat.:	1568	1568	1568	1568	2849	286	1568	4400	303	1568	5934	336
Capacity Analysis Module:												
Vol/Sat:	0.15	0.45	0.38	0.09	0.19	0.19	0.02	0.41	0.41	0.13	0.34	0.34
Crit Vol:		713		149				643			529	
Crit Moves:		****		****				****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Sepulveda Bl & Olympic Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.039
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Sepulveda Bl						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	1 0	1	0 3	1 0
Volume Module:												
Base Vol:	163	1114	230	81	476	162	72	1919	72	110	2336	166
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	174	1192	246	87	509	173	77	2053	77	118	2500	178
Added Vol:	0	175	0	1	129	12	15	88	0	0	63	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	1367	246	88	638	185	92	2141	77	118	2563	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	1367	246	88	638	185	92	2141	77	118	2563	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1367	246	88	638	185	92	2141	77	118	2563	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	174	1367	246	88	638	185	92	2141	77	118	2563	184
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.55	0.45	1.00	2.90	0.10	1.00	3.73	0.27
Final Sat.:	1568	3135	1568	1568	2430	705	1568	4539	163	1568	5851	419
Capacity Analysis Module:												
Vol/Sat:	0.11	0.44	0.16	0.06	0.26	0.26	0.06	0.47	0.47	0.08	0.44	0.44
Crit Vol:		683		88				739		118		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #54 Veteran Av & Olympic Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.661
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Veteran Av						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	38	180	53	102	44	25	32	1636	11	20	2172	33
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	41	193	57	109	47	27	34	1751	12	21	2324	35
Added Vol:	0	23	0	49	18	0	0	89	0	0	69	73
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	216	57	158	65	27	34	1840	12	21	2393	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	216	57	158	65	27	34	1840	12	21	2393	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	216	57	158	65	27	34	1840	12	21	2393	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	216	57	158	65	27	34	1840	12	21	2393	108
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.79	0.21	1.00	0.71	0.29	1.00	2.98	0.02	1.00	3.83	0.17
Final Sat.:	1650	1306	344	1650	1169	481	1650	4919	31	1650	6314	286
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.10	0.06	0.06	0.02	0.37	0.37	0.01	0.38	0.38
Crit Vol:		272		158			34				625	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #55 Westwood Bl & OIympic Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.347
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Westwood Bl						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted Include			Protected Include			Permitted Include			Permitted Include		
Rights:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	3	1 0
Volume Module:												
Base Vol:	137	1068	160	104	552	116	128	2617	172	58	2401	153
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	147	1143	171	111	591	124	137	2800	184	62	2569	164
Added Vol:	57	431	5	15	350	3	5	91	43	8	82	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	1574	176	126	941	127	142	2891	227	70	2651	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	1574	176	126	941	127	142	2891	227	70	2651	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	1574	176	126	941	127	142	2891	227	70	2651	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	204	1574	176	126	941	127	142	2891	227	70	2651	185
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.80	0.20	1.00	1.76	0.24	1.00	2.78	0.22	1.00	3.74	0.26
Final Sat.:	1568	2819	316	1568	2762	373	1568	4360	342	1568	5862	408
Capacity Analysis Module:												
Vol/Sat:	0.13	0.56	0.56	0.08	0.34	0.34	0.09	0.66	0.66	0.04	0.45	0.45
Crit Vol:		875		126				1039		70		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #56 Overland Av & Olympic Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.128
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Overland Av						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	98	253	156	37	265	22	29	2719	51	216	2313	11
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	105	271	167	40	284	24	31	2909	55	231	2475	12
Added Vol:	0	2	1	0	9	0	1	109	0	33	110	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	273	168	40	293	24	32	3018	55	264	2585	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	273	168	40	293	24	32	3018	55	264	2585	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	273	168	40	293	24	32	3018	55	264	2585	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	105	273	168	40	293	24	32	3018	55	264	2585	12
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.62	0.38	1.00	0.93	0.07	1.00	2.95	0.05	1.00	3.98	0.02
Final Sat.:	1568	970	597	1568	1451	117	1568	4619	84	1568	6242	28
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.28	0.03	0.20	0.20	0.02	0.65	0.65	0.17	0.41	0.41
Crit Vol:		441			40			1024			264	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #57 Century Park West & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.928
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Century Park West						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 2	2 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	38	0	150	620	2921	0	0	2338	68
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	41	0	161	663	3125	0	0	2502	73
Added Vol:	0	0	0	14	0	41	192	87	0	0	119	64
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	202	855	3212	0	0	2621	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	0	202	855	3212	0	0	2621	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	202	855	3212	0	0	2621	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	60	0	222	941	3212	0	0	2621	137
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3135	0	3135	3135	4703	0	0	4703	1568
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.07	0.30	0.68	0.00	0.00	0.56	0.09
Crit Vol:	0					111	470				874	
Crit Moves:						****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #58 Centinela Av & I-10 WB Ramps

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.950
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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Street Name:	Centinela Av						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0	0	1 0	1	0	0 0	1	0	0 0 0
Volume Module:												
Base Vol:	443	497	0	0	409	95	529	0	402	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	474	532	0	0	438	102	566	0	430	0	0	0
Added Vol:	12	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	486	532	0	0	438	102	566	0	430	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	486	532	0	0	438	102	566	0	430	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	486	532	0	0	438	102	566	0	430	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	486	532	0	0	438	102	566	0	430	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1568	1568	0	0	1568	1568	1568	0	1568	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.34	0.00	0.00	0.28	0.06	0.36	0.00	0.27	0.00	0.00	0.00
Crit Vol:	486				438		566				0	
Crit Moves:	****				****		****					

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #59 Centinela Av & Pico Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.948
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Centinela Av						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	74	464	87	63	534	226	141	1334	338	68	720	364
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	79	496	93	67	571	242	151	1427	362	73	770	389
Added Vol:	0	0	0	0	0	0	0	67	0	0	58	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	496	93	67	571	242	151	1494	362	73	828	401
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	496	93	67	571	242	151	1494	362	73	828	401
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	496	93	67	571	242	151	1494	362	73	828	401
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	79	496	93	67	571	242	151	1494	362	73	828	401
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	1.41	0.59	1.00	1.61	0.39	1.00	1.35	0.65
Final Sat.:	1650	1650	1650	1650	2319	981	1650	2657	643	1650	2223	1077
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.06	0.04	0.25	0.25	0.09	0.56	0.56	0.04	0.37	0.37
Crit Vol:		496		67				928		73		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #60 Bundy Dr & Pico Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.917
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	174	Level Of Service:	E

Street Name:	Bundy Dr						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:															
Base Vol:	154	1639	220	65	1115	98	124	1137	42	73	864	65
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	165	1754	235	70	1193	105	133	1217	45	78	924	70
Added Vol:	0	54	58	12	30	8	11	56	0	23	62	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	1808	293	82	1223	113	144	1273	45	101	986	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	1808	293	82	1223	113	144	1273	45	101	986	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1808	293	82	1223	113	144	1273	45	101	986	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	165	1808	293	82	1223	113	144	1273	45	101	986	88
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	4259	691	1650	3300	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.10	0.42	0.42	0.05	0.37	0.07	0.09	0.39	0.03	0.06	0.30	0.05
Crit Vol:	165				612			636		101		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #61 Barrington Av & Pico Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.919
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	178	Level Of Service:	E

Street Name:	Barrington Av						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:															
Base Vol:	158	1202	39	106	556	73	164	1168	57	14	762	37
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	169	1286	42	113	595	78	175	1250	61	15	815	40
Added Vol:	0	23	7	0	20	33	33	93	0	7	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	1309	49	113	615	111	208	1343	61	22	884	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	1309	49	113	615	111	208	1343	61	22	884	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	1309	49	113	615	111	208	1343	61	22	884	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	169	1309	49	113	615	111	208	1343	61	22	884	40
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.93	0.07	1.00	1.69	0.31	1.00	1.91	0.09	1.00	1.91	0.09
Final Sat.:	1650	3182	118	1650	2795	505	1650	3157	143	1650	3159	141
Capacity Analysis Module:															
Vol/Sat:	0.10	0.41	0.41	0.07	0.22	0.22	0.13	0.43	0.43	0.01	0.28	0.28
Crit Vol:		679			113				702		22	
Crit Moves:		****			****				****		****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #62 Sawtelle Bl & Pico Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.917
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Sawtelle Bl						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	194	806	399	56	210	54	70	1316	65	74	999	66
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	208	862	427	60	225	58	75	1408	70	79	1069	71
Added Vol:	0	205	5	21	97	0	0	100	0	2	76	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1067	432	81	322	58	75	1508	70	81	1145	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	1067	432	81	322	58	75	1508	70	81	1145	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1067	432	81	322	58	75	1508	70	81	1145	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	208	1067	432	81	322	58	75	1508	70	81	1145	74
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.42	0.58	1.00	2.00	1.00	1.00	2.87	0.13	1.00	2.82	0.18
Final Sat.:	1568	2232	903	1568	3135	1568	1568	4495	207	1568	4418	284
Capacity Analysis Module:												
Vol/Sat:	0.13	0.48	0.48	0.05	0.10	0.04	0.05	0.34	0.34	0.05	0.26	0.26
Crit Vol:		750			81			526			81	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #63 Sepulveda Bl & Pico Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.944
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

****

Street Name:	Sepulveda Bl						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	3	0	1	1	0	2	1	0
Volume Module:																				
Base Vol:	227	1341	205	82	653	144	110	1151	113	127	1396	114
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	243	1435	219	88	699	154	118	1232	121	136	1494	122
Added Vol:	36	138	13	3	95	31	32	54	5	13	91	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	1573	232	91	794	185	150	1286	126	149	1585	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	1573	232	91	794	185	150	1286	126	149	1585	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	1573	232	91	794	185	150	1286	126	149	1585	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	279	1573	232	91	794	185	150	1286	126	149	1585	127
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.74	0.26	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.78	0.22
Final Sat.:	1568	2731	404	1568	3135	1568	1568	4703	1568	1568	4354	349
Capacity Analysis Module:																				
Vol/Sat:	0.18	0.58	0.58	0.06	0.25	0.12	0.10	0.27	0.08	0.09	0.36	0.36
Crit Vol:		903			397			429			149	
Crit Moves:		****						****			****	

****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #64 Westwood Bl & Pico Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.010
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Westwood Bl						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	185	1097	132	150	363	109	98	1455	56	26	935	111
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	198	1174	141	161	388	117	105	1557	60	28	1000	119
Added Vol:	0	409	0	16	378	0	0	38	0	0	82	103
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	1583	141	177	766	117	105	1595	60	28	1082	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	1583	141	177	766	117	105	1595	60	28	1082	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1583	141	177	766	117	105	1595	60	28	1082	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	198	1583	141	177	766	117	105	1595	60	28	1082	222
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.74	0.26	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1513	3025	1513	1513	2625	400	1513	4537	1513	1513	4537	1513
Capacity Analysis Module:												
Vol/Sat:	0.13	0.52	0.09	0.12	0.29	0.29	0.07	0.35	0.04	0.02	0.24	0.15
Crit Vol:		791		177				532		28		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #65 Overland Av & Pico Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.989
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

1.095

Street Name:	Overland Av						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 2	1	0 1	1 0	1	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	133	641	691	27	586	35	88	1318	134	525	1407	25
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	142	686	739	29	627	37	94	1410	143	562	1505	27
Added Vol:	114	3	159	0	42	0	0	41	13	31	72	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	689	898	29	669	37	94	1451	156	593	1577	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	689	898	29	669	37	94	1451	156	593	1577	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	689	898	29	669	37	94	1451	156	593	1577	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	282	689	988	29	669	37	94	1451	156	652	1577	27
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	1.00	2.00	1.00	1.89	0.11	1.00	2.71	0.29	2.00	2.95	0.05
Final Sat.:	3135	1568	3135	1568	2969	166	1568	4245	457	3135	4624	78
Capacity Analysis Module:												
Vol/Sat:	0.09	0.44	0.32	0.02	0.23	0.23	0.06	0.34	0.34	0.21	0.34	0.34
Crit Vol:		689			343			536		326		
Crit Moves:		****						****		****		

1375

794

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #66 Bundy Dr & Ocean Park Bl/Gateway Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.826
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

0.836

Street Name:	Bundy Dr						Ocean Park Bl/Gateway Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 0	1	0	2 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	390	1482	159	15	699	385	62	447	318	43	545	27
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	417	1586	170	16	748	412	66	478	340	46	583	29
Added Vol:	0	39	9	0	28	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	417	1625	179	16	776	412	66	478	340	52	583	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	417	1625	179	16	776	412	66	478	340	52	583	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	1625	179	16	776	412	66	478	340	52	583	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	417	1625	179	16	776	412	66	478	340	52	583	29
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1568	2824	311	1568	3135	1568	1568	3135	1568	1568	2987	148
Capacity Analysis Module:												
Vol/Sat:	0.27	0.58	0.58	0.01	0.25	0.26	0.04	0.15	0.22	0.03	0.20	0.20
Crit Vol:		902			388				340	52		
Crit Moves:		****							****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #67 Sawtelle Bl & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.864
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

1.124

Street Name:	Sawtelle Bl						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	73	739	75	291	464	56	123	743	38	80	928	340
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	78	791	80	311	496	60	132	795	41	86	993	364
Added Vol:	0	100	7	38	61	0	0	0	0	7	0	110
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	891	87	349	557	60	132	795	41	93	993	474
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	891	87	349	557	60	132	795	41	93	993	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	891	87	349	557	60	132	795	41	93	993	474
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	891	87	349	557	60	132	795	41	93	993	474
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.82	0.18	1.00	1.81	0.19	1.00	1.90	0.10	1.00	1.35	0.65
Final Sat.:	1568	2855	280	1568	2831	304	1568	2982	153	1568	2122	1013
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.31	0.22	0.20	0.20	0.08	0.27	0.27	0.06	0.47	0.47
Crit Vol:		489			309			132			733	
Crit Moves:		****						****			****	

309

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #68 I-405 SB On Ramp & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.638
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Street Name:	I-405 SB On-ramp						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	978	369	242	1084	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	0	0	0	0	1046	395	259	1160	0
Added Vol:	0	0	0	0	0	0	0	15	30	50	117	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1061	425	309	1277	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1061	425	309	1277	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1061	425	309	1277	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	0	0	1061	425	309	1277	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.43	0.57	1.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	2357	943	1650	3300	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.45	0.19	0.39	0.00
Crit Vol:	0				0			743		309		
Crit Moves:								****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #69 I-405 NB Off Ramp & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.699
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name:	I-405 NB Off Ramp									National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Include	Permitted		Include	Permitted		Include	Permitted		Include
Rights:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	2	0	0
Volume Module:																			
Base Vol:	250	0	448	0	0	0	0	973	0	0	977	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	267	0	479	0	0	0	0	1041	0	0	1045	0
Added Vol:	59	0	97	0	0	0	0	15	0	0	108	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	327	0	576	0	0	0	0	1056	0	0	1153	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	327	0	576	0	0	0	0	1056	0	0	1153	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	0	576	0	0	0	0	1056	0	0	1153	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	327	0	576	0	0	0	0	1056	0	0	1153	0
Saturation Flow Module:																			
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1650	0	1650	0	0	0	0	3300	0	0	3300	0
Capacity Analysis Module:																			
Vol/Sat:	0.20	0.00	0.35	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.35	0.00
Crit Vol:			576	0			0				577	
Crit Moves:			****				****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #70 Sepulveda Bl & National Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.108
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

1.207

Street Name:	Sepulveda Bl						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	201	1684	234	83	448	134	219	1226	88	62	681	123
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	215	1802	250	89	479	143	234	1312	94	66	729	132
Added Vol:	0	91	0	0	64	50	97	15	0	0	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	1893	250	89	543	193	331	1327	94	66	787	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	1893	250	89	543	193	331	1327	94	66	787	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	1893	250	89	543	193	331	1327	94	66	787	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	215	1893	250	89	543	193	331	1327	94	66	787	132
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.48	0.52	1.00	1.87	0.13	1.00	1.71	0.29
Final Sat.:	1568	3135	1568	1568	2312	823	1568	2927	208	1568	2686	449
Capacity Analysis Module:												
Vol/Sat:	0.14	0.60	0.16	0.06	0.24	0.24	0.21	0.45	0.45	0.04	0.29	0.29
Crit Vol:		946			~~308~~ 89		331				459	
Crit Moves:		****					****				****	

1375

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #71 Westwood Bl & National Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.964
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Westwood Bl						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	191	574	24	149	269	150	317	878	170	9	323	85
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	204	614	26	159	288	161	339	939	182	10	346	91
Added Vol:	0	48	0	71	307	0	0	8	7	0	58	361
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	662	26	230	595	161	339	947	189	10	404	452
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	662	26	230	595	161	339	947	189	10	404	452
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	662	26	230	595	161	339	947	189	10	404	452
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	204	662	26	230	595	161	339	947	189	10	404	452
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.93	0.07	1.00	1.00	1.00	1.00	1.67	0.33	1.00	1.00	1.00
Final Sat.:	1650	3177	123	1650	1650	1650	1650	2751	549	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.12	0.21	0.21	0.14	0.36	0.10	0.21	0.34	0.34	0.01	0.24	0.27
Crit Vol:	204				595		339					452
Crit Moves:	****				****		****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Overland Av & I-10 WB Ramps/National Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.329
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

1.377

Street Name:	Overland Av						I-10 WB Ramps/National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 1	2 0	1	1 0	1 1	0	0 1	0 1	1	0 1
Volume Module:												
Base Vol:	32	1053	987	405	865	152	371	187	435	94	222	253
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	34	1127	1056	433	926	163	397	200	465	101	238	271
Added Vol:	0	8	0	0	50	0	0	8	72	0	420	272
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1135	1056	433	976	163	397	208	537	101	658	543
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	1135	1056	433	976	163	397	208	537	101	658	543
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1135	1056	433	976	163	397	208	537	101	658	543
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	34	1135	1162	477	976	163	437	208	537	101	658	543
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.48	1.52	2.00	1.71	0.29	1.35	0.65	1.00	0.27	1.73	1.00
Final Sat.:	1568	2324	2379	3135	2687	448	2123	1012	1568	416	2719	1568
Capacity Analysis Module:												
Vol/Sat:	0.02	0.49	0.49	0.15	0.36	0.36	0.21	0.21	0.34	0.24	0.24	0.35
Crit Vol:		765		238					537			543
Crit Moves:		****		****					****			****

1375

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Roscomare Rd & Mulholland Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.860
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	133	Level Of Service:	D

0.609

Street Name:	Roscomare Rd						Mulholland Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	272	0	153	0	0	0	0	337	90	43	431	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	291	0	164	0	0	0	0	361	96	46	461	0
Added Vol:	0	0	14	0	0	0	0	32	0	8	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	291	0	178	0	0	0	0	393	96	54	486	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	291	0	178	0	0	0	0	393	96	54	486	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	0	178	0	0	0	0	393	96	54	486	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	291	0	178	0	0	0	0	393	96	54	486	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.62	0.00	0.38	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	973	0	594	0	0	0	0	1568	1568	1568	1568	0
Capacity Analysis Module:												
Vol/Sat:	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.25	0.06	0.03	0.31	0.00
Crit Vol:			469	0				392			486	
Crit Moves:			****					****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #2 Sepulveda Bl & Getty Ctr Dr

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.125
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Sepulveda Bl						Getty Ctr Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	2	0	1	0	1	0	0	1	0	1!	0	0
Volume Module:																			
Base Vol:	29	2458	2	0	439	23	167	4	258	9	1	10							
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07							
Initial Bse:	31	2630	2	0	470	25	179	4	276	10	1	11							
Added Vol:	0	322	0	0	258	0	0	0	0	0	0	0							
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0							
Initial Fut:	31	2952	2	0	728	25	179	4	276	10	1	11							
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
PHF Volume:	31	2952	2	0	728	25	179	4	276	10	1	11							
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0							
Reduced Vol:	31	2952	2	0	728	25	179	4	276	10	1	11							
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
Final Vol.:	31	2952	2	0	728	25	179	4	276	10	1	11							
Saturation Flow Module:																			
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425							
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10							
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	0.98	0.02	1.00	0.45	0.05	0.50							
Final Sat.:	1568	3133	2	1568	3135	1568	1531	37	1568	705	78	784							
Capacity Analysis Module:																			
Vol/Sat:	0.02	0.94	0.94	0.00	0.23	0.02	0.12	0.12	0.18	0.01	0.01	0.01							
Crit Vol:		1477			0				276	10									
Crit Moves:		****			****				****	****									

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Sepulveda Bl & Moraga Dr/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	1.001
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

1.039

Street Name:	Sepulveda Bl						Moraga Dr/I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	444	2336	65	48	658	4	30	22	5	41	209	113
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	475	2500	70	51	704	4	32	24	5	44	224	121
Added Vol:	355	322	0	0	258	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	830	2822	70	51	962	4	32	24	5	44	224	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	830	2822	70	51	962	4	32	24	5	44	224	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	830	2822	70	51	962	4	32	24	5	44	224	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	830	2822	70	51	962	4	32	24	5	44	224	121
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.93	0.07	1.00	1.99	0.01	1.00	0.81	0.19	1.00	1.00	1.00
Final Sat.:	1568	4589	113	1568	3121	14	1568	1277	290	1568	1568	1568
Capacity Analysis Module:												
Vol/Sat:	0.53	0.61	0.61	0.03	0.31	0.31	0.02	0.02	0.02	0.03	0.14	0.08
Crit Vol:	830				483		32				224	
Crit Moves:	****				****		****				****	

1375

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #4 Sepulveda Bl & Church Ln/Ovada Pl

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.254
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Sepulveda Bl						Church Ln/Ovada Pl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0 1	0	1 0	1!	0 0	1 0	0 1	0
Volume Module:												
Base Vol:	15	2022	230	7	1059	509	492	89	20	90	112	9
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	16	2164	246	7	1133	545	526	95	21	96	120	10
Added Vol:	0	622	0	0	231	27	49	0	9	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	2786	246	7	1364	572	575	95	30	96	120	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	2786	246	7	1364	572	575	95	30	96	120	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	2786	246	7	1364	572	575	95	30	96	120	16
PCE Adj:	6.00	1.00	1.00	6.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	96	2786	246	45	1364	572	633	95	30	96	120	16
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.07	1.93	1.00	0.01	1.41	0.58	1.67	0.25	0.08	1.00	0.88	0.12
Final Sat.:	111	3024	1568	12	2218	905	2616	394	126	1568	1387	181
Capacity Analysis Module:												
Vol/Sat:	0.14	0.92	0.16	0.61	0.62	0.63	0.24	0.24	0.24	0.06	0.09	0.09
Crit Vol:		1444			7			379				135
Crit Moves:		****			****			****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #5 Barrington Av & Sunset Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.871
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 177 Level Of Service: D

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Street Name:	Barrington Av						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	1	0	0 1	0	1	0 2	0	1	1 0 1 1 0
Volume Module:												
Base Vol:	102	36	315	193	78	9	0	979	99	291	1581	75
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	109	39	337	207	83	10	0	1048	106	311	1692	80
Added Vol:	8	0	0	0	0	0	0	34	4	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	39	337	207	83	10	0	1082	110	311	1733	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	39	337	207	83	10	0	1082	110	311	1733	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	39	337	207	83	10	0	1082	110	311	1733	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	117	39	371	207	83	10	0	1082	110	311	1733	80
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.19	1.81	1.00	0.90	0.10	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1513	285	2740	1513	1356	156	1513	3025	1513	1513	2891	134
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.14	0.06	0.06	0.00	0.36	0.07	0.21	0.60	0.60
Crit Vol:		205		207			0				906	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Barrington Pl & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.978
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Barrington Pl						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 2	0	0 0	0 0	0	0 1	1 0	1 0	2	0 0
Volume Module:												
Base Vol:	33	0	539	0	0	0	0	1372	31	385	2147	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	35	0	577	0	0	0	0	1468	33	412	2297	0
Added Vol:	0	0	45	0	0	0	0	34	0	12	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	0	622	0	0	0	0	1502	33	424	2338	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	0	622	0	0	0	0	1502	33	424	2338	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	622	0	0	0	0	1502	33	424	2338	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	35	0	684	0	0	0	0	1502	33	424	2338	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.96	0.04	1.00	2.00	0.00
Final Sat.:	1568	0	3135	0	0	0	0	3067	68	1568	3135	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.22	0.00	0.00	0.00	0.00	0.49	0.49	0.27	0.75	0.00
Crit Vol:			342	0				768		424		
Crit Moves:			****					****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #7 Church Ln & I-405 SB Ramps

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.917
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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Street Name:	Church Ln									I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	2 0 2	1	0	2 0 0	0	0	0 1 0	1	0	1! 0 0			
Volume Module:															
Base Vol:	0	553	291	76	277	0	0	3	13	1402	1	63			
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07			
Initial Bse:	0	592	311	81	296	0	0	3	14	1500	1	67			
Added Vol:	0	49	1	0	27	0	0	0	0	282	0	9			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	641	312	81	323	0	0	3	14	1782	1	76			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	641	312	81	323	0	0	3	14	1782	1	76			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	641	312	81	323	0	0	3	14	1782	1	76			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00			
Final Vol.:	0	641	344	81	323	0	0	3	14	1960	1	76			
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425			
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10			
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.00	0.19	0.81	1.92	0.01	0.07			
Final Sat.:	0	3135	3135	1568	3135	0	0	294	1274	3016	2	118			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.20	0.11	0.05	0.10	0.00	0.00	0.01	0.01	0.65	0.65	0.65			
Crit Vol:		320		81				17		1019					
Crit Moves:		****		****				****		****					

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #8 Church Ln & Sunset Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.938
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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Street Name:	Church Ln						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 1	0	1 1	0 0	2	2 0	3 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	124	24	67	407	100	960	351	1881	42	33	970	465
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	133	26	72	435	107	1027	376	2013	45	35	1038	498
Added Vol:	0	0	0	284	0	25	49	30	0	0	29	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	26	72	719	107	1052	425	2043	45	35	1067	499
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	26	72	719	107	1052	425	2043	45	35	1067	499
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	26	72	719	107	1052	425	2043	45	35	1067	499
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	146	26	72	791	107	1157	467	2043	45	35	1067	499
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	1.00	1.00	1.76	0.24	2.00	2.00	3.91	0.09	1.00	2.00	1.00
Final Sat.:	3025	1513	1513	2665	360	3025	3025	5920	130	1513	3025	1513
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.05	0.30	0.30	0.38	0.15	0.35	0.35	0.02	0.35	0.33
Crit Vol:	73					579	234				533	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 I-405 NB Ramps & Sunset Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.631
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	B

Street Name:	I-405 NB Ramps						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	2	0 1	0 0	2	1 0
Volume Module:												
Base Vol:	148	0	155	0	0	0	0	1071	825	0	928	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	158	0	166	0	0	0	0	1146	883	0	993	0
Added Vol:	0	0	2	0	0	0	0	314	0	0	30	304
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	0	168	0	0	0	0	1460	883	0	1023	304
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	0	168	0	0	0	0	1460	883	0	1023	304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	0	168	0	0	0	0	1460	883	0	1023	304
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	158	0	168	0	0	0	0	1460	883	0	1023	304
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.31	0.69
Final Sat.:	1650	0	1650	0	0	0	0	3300	1650	0	3816	1134
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.44	0.54	0.00	0.27	0.27
Crit Vol:	158				0				883	0		
Crit Moves:	****								****	****		

0.631

168

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Veteran Av & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.304
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Veteran Av						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	1	1 0	1 0	2	0 0
Volume Module:												
Base Vol:	341	0	556	0	0	0	0	1360	153	346	1713	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	365	0	595	0	0	0	0	1455	164	370	1833	0
Added Vol:	336	0	4	0	0	0	0	22	302	1	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	701	0	599	0	0	0	0	1477	466	371	1845	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	701	0	599	0	0	0	0	1477	466	371	1845	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	701	0	599	0	0	0	0	1477	466	371	1845	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	701	0	599	0	0	0	0	1477	466	371	1845	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.52	0.48	1.00	2.00	0.00
Final Sat.:	1568	0	1568	0	0	0	0	2384	751	1568	3135	0
Capacity Analysis Module:												
Vol/Sat:	0.45	0.00	0.38	0.00	0.00	0.00	0.00	0.62	0.62	0.24	0.59	0.00
Crit Vol:	701				0			971		371		
Crit Moves:	****							****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Bellagio & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 2.104
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

1.207

Street Name:	Bellagio						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0	0 1	0	1! 0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	159	101	38	189	14	64	358	1233	95	159	1805	17
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	170	108	41	202	15	68	383	1319	102	170	1931	18
Added Vol:	0	0	0	0	0	0	0	26	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	108	41	202	15	68	383	1345	102	170	1945	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	108	41	202	15	68	383	1345	102	170	1945	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	108	41	202	15	68	383	1345	102	170	1945	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	170	108	41	222	15	75	383	1345	102	170	1945	18
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.53	0.34	0.13	1.99	0.01	1.00	1.00	1.86	0.14	1.00	1.98	0.02
Final Sat.:	807	513	193	3010	15	1513	1513	2812	213	1513	2997	28
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.07	0.99	0.05	0.25	0.48	0.48	0.11	0.65	0.65
Crit Vol:		319			1408		383				982	
Crit Moves:		****			****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Hilgard Av & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.206
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Hilgard Av						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	317	70	553	59	140	31	17	1260	210	165	1304	32
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	339	75	592	63	150	33	18	1348	225	177	1395	34
Added Vol:	0	0	162	0	0	0	0	26	0	150	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	339	75	754	63	150	33	18	1374	225	327	1409	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	339	75	754	63	150	33	18	1374	225	327	1409	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	75	754	63	150	33	18	1374	225	327	1409	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	373	75	829	63	150	33	18	1374	225	327	1409	34
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.17	1.83	0.26	0.61	0.13	1.00	1.72	0.28	1.00	1.95	0.05
Final Sat.:	1513	251	2774	388	921	204	1513	2600	425	1513	2953	72
Capacity Analysis Module:												
Vol/Sat:	0.25	0.30	0.30	0.16	0.16	0.16	0.01	0.53	0.53	0.22	0.48	0.48
Crit Vol:		452			246			799		327		
Crit Moves:		****			****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Beverly Glen Bl (West) & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.630
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Beverly Glen Bl (West)						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	218	169	678	89	72	32	24	1787	107	348	1284	88
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	233	181	725	95	77	34	26	1912	114	372	1374	94
Added Vol:	0	0	47	0	0	0	0	187	0	7	164	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	181	772	95	77	34	26	2099	114	379	1538	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	181	772	95	77	34	26	2099	114	379	1538	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	181	772	95	77	34	26	2099	114	379	1538	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	233	181	772	95	77	34	26	2099	114	379	1538	94
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	0.46	0.37	0.17	1.00	1.90	0.10	1.00	1.88	0.12
Final Sat.:	1513	1513	1513	697	564	251	1513	2869	156	1513	2850	175
Capacity Analysis Module:												
Vol/Sat:	0.15	0.12	0.51	0.14	0.14	0.14	0.02	0.73	0.73	0.25	0.54	0.54
Crit Vol:			772		207			1107		379		
Crit Moves:			****		****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #14 Beverly Glen (East) & Sunset Bl

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.328
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

****

Street Name:	Beverly Glen (East)						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	0	1! 0	1	0	2 0	0	0	1 1 0
Volume Module:												
Base Vol:	0	0	0	94	0	626	1103	1418	0	0	1037	110
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	101	0	670	1180	1517	0	0	1110	118
Added Vol:	0	0	0	2	0	106	153	82	0	0	64	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	103	0	776	1333	1599	0	0	1174	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	103	0	776	1333	1599	0	0	1174	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	103	0	776	1333	1599	0	0	1174	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	103	0	853	1333	1599	0	0	1174	119
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	0.21	0.01	1.78	1.00	2.00	0.00	0.00	1.82	0.18
Final Sat.:	0	0	0	336	0	2799	1568	3135	0	0	2847	288
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.00	0.30	0.85	0.51	0.00	0.00	0.41	0.41
Crit Vol:		0		103			1333				646	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Sepulveda Bl & Montana Av

Cycle (sec): 100 Critical Vol./Cap. (X): 1.152
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

1,301

Street Name:	Sepulveda Bl						Montana Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	0 0	1! 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	159	1708	111	49	344	34	13	85	41	102	403	576
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	170	1828	119	52	368	36	14	91	44	109	431	616
Added Vol:	0	127	0	182	57	0	0	0	0	0	0	198
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1955	119	234	425	36	14	91	44	109	431	814
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1955	119	234	425	36	14	91	44	109	431	814
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1955	119	234	425	36	14	91	44	109	431	814
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	170	1955	119	234	425	36	14	91	44	109	431	814
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.84	0.16	0.09	0.62	0.29	0.16	0.84	1.00
Final Sat.:	1568	3135	1568	1568	2888	247	147	959	462	253	1315	1568
Capacity Analysis Module:												
Vol/Sat:	0.11	0.62	0.08	0.15	0.15	0.15	0.09	0.09	0.09	0.43	0.33	0.52
Crit Vol:		977			234		14					814
Crit Moves:		****					****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Veteran & Gayley

Cycle (sec):	100	Critical Vol./Cap. (X):	1.619
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	0	1! 0
Volume Module:												
Base Vol:	80	139	47	19	604	287	89	355	35	89	521	31
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	86	149	50	20	646	307	95	380	37	95	557	33
Added Vol:	0	11	0	301	3	0	0	182	0	0	198	329
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	160	50	321	649	307	95	562	37	95	755	362
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	160	50	321	649	307	95	562	37	95	755	362
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	160	50	321	649	307	95	562	37	95	755	362
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	86	160	50	321	649	307	95	562	37	95	755	362
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.29	0.54	0.17	0.25	0.51	0.24	0.14	0.81	0.05	0.08	0.62	0.30
Final Sat.:	478	892	281	415	838	397	226	1335	89	130	1028	493
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.77	0.77	0.77	0.42	0.42	0.42	0.74	0.74	0.74
Crit Vol:	86				1278		95				1213	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Gayley Av & Le Conte Av

Cycle (sec):	100	Critical Vol./Cap. (X):	0.950
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Gayley Av						Le Conte Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	43	604	248	176	1164	30	40	124	16	274	212	123
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	46	646	265	188	1245	32	43	133	17	293	227	132
Added Vol:	0	47	22	351	53	0	0	0	0	22	0	363
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	693	287	539	1298	32	43	133	17	315	227	495
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	693	287	539	1298	32	43	133	17	315	227	495
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	693	287	539	1298	32	43	133	17	315	227	495
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	46	693	287	539	1298	32	43	133	17	315	227	495
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.41	0.59	1.00	1.95	0.05	1.00	0.89	0.11	1.00	1.00	1.00
Final Sat.:	1650	2333	967	1650	3220	80	1650	1461	189	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.30	0.33	0.40	0.40	0.03	0.09	0.09	0.19	0.14	0.30
Crit Vol:		490		539			43					495
Crit Moves:		****		****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Gayley Av & Weyburn Av

Cycle (sec): 100 Critical Vol./Cap. (X): 1.064
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Gayley Av						Weyburn Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	41	723	168	151	1207	346	184	274	65	369	371	199
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	44	774	180	162	1291	370	197	293	70	395	397	213
Added Vol:	0	69	57	0	75	0	0	0	0	70	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	843	237	162	1366	370	197	293	70	465	397	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	843	237	162	1366	370	197	293	70	465	397	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	843	237	162	1366	370	197	293	70	465	397	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	44	843	237	162	1366	370	394	293	70	465	397	213
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.56	0.44	1.00	1.57	0.43	1.00	0.82	0.18	1.00	0.65	0.35
Final Sat.:	1650	2576	724	1650	2597	703	1650	1347	303	1650	1074	576
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.33	0.10	0.53	0.53	0.12	0.22	0.23	0.28	0.37	0.37
Crit Vol:	44				868				378	465		
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #20 Hilgard Av & Le Conte Av

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.804
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: D

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Street Name:	Hilgard Av						Le Conte Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	75	521	58	29	595	393	354	176	109	22	72	35
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	80	557	62	31	637	421	379	188	117	24	77	37
Added Vol:	12	78	0	0	79	57	63	0	18	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	635	62	31	716	478	442	188	135	24	77	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	635	62	31	716	478	442	188	135	24	77	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	635	62	31	716	478	442	188	135	24	77	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	92	635	62	31	716	478	486	188	135	24	77	37
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.91	0.09	1.00	1.00	1.00	1.44	0.56	1.00	1.00	0.67	0.33
Final Sat.:	1568	1428	139	1568	1568	1568	2259	876	1568	1568	1055	513
Capacity Analysis Module:												
Vol/Sat:	0.06	0.44	0.44	0.02	0.46	0.30	0.22	0.22	0.09	0.02	0.07	0.07
Crit Vol:	92				716			337				114
Crit Moves:	****				****			****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Bundy Dr & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.014
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Bundy Dr						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1	0	1 0 1	1	0	1 0 2	0	1	1 0 2	0	1
Volume Module:												
Base Vol:	186	815	117	142	748	92	103	1342	144	105	1369	102
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	199	872	125	152	800	98	110	1436	154	112	1465	109
Added Vol:	0	0	1	0	0	0	0	62	0	3	81	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	872	126	152	800	98	110	1498	154	115	1546	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	872	126	152	800	98	110	1498	154	115	1546	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	872	126	152	800	98	110	1498	154	115	1546	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	199	872	126	152	800	98	110	1498	154	115	1546	109
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.75	0.25	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1513	2643	382	1513	2694	331	1513	3025	1513	1513	3025	1513
Capacity Analysis Module:												
Vol/Sat:	0.13	0.33	0.33	0.10	0.30	0.30	0.07	0.50	0.10	0.08	0.51	0.07
Crit Vol:		499			152			110			773	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Barrington Av & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.957
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Barrington Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	95	442	93	204	464	114	108	1682	79	117	1684	143
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	102	473	100	218	496	122	116	1800	85	125	1802	153
Added Vol:	2	0	2	11	0	0	0	61	2	7	82	45
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	473	102	229	496	122	116	1861	87	132	1884	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	473	102	229	496	122	116	1861	87	132	1884	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	473	102	229	496	122	116	1861	87	132	1884	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	104	473	102	229	496	122	116	1861	87	132	1884	198
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.65	0.35	1.00	1.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	2717	583	1650	2649	651	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.17	0.14	0.19	0.19	0.07	0.56	0.05	0.08	0.57	0.12
Crit Vol:		287		229				930		132		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 San Vicente/Federal & Wilshire Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.200
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	San Vicente Bl/Federal Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 1	0 1	0	1 0	2 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	84	321	189	1313	329	47	39	1718	54	138	1889	1049
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	90	343	202	1405	352	50	42	1838	58	148	2021	1122
Added Vol:	12	1	0	1	1	1	1	116	50	0	89	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	344	202	1406	353	51	43	1954	108	148	2110	1130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	102	344	202	1406	353	51	43	1954	108	148	2110	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	344	202	1406	353	51	43	1954	108	148	2110	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	102	344	202	1547	353	51	43	1954	108	148	2110	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	3.00	0.87	0.13	1.00	2.84	0.16	1.00	2.00	1.00
Final Sat.:	1513	3025	1513	4537	1321	192	1513	4300	237	1513	3025	1513
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.13	0.34	0.27	0.27	0.03	0.45	0.45	0.10	0.70	0.00
Crit Vol:			202	516			43				1055	
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #24 Sepulveda Bl & Wilshire Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.508
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Sepulveda Bl						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	2	1 0	2 0	4	1 0
Volume Module:												
Base Vol:	182	724	227	103	327	100	124	3246	246	400	3834	316
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	195	775	243	110	350	107	133	3473	263	428	4102	338
Added Vol:	76	112	79	15	41	1	9	121	13	46	764	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	887	322	125	391	108	142	3594	276	474	4866	345
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	271	887	322	125	391	108	142	3594	276	474	4866	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	887	322	125	391	108	142	3594	276	474	4866	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	271	887	322	125	391	108	156	3594	276	521	4866	345
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.47	0.53	1.00	1.57	0.43	2.00	2.79	0.21	2.00	4.67	0.33
Final Sat.:	1513	2219	806	1513	2370	655	3025	4214	324	3025	7062	501
Capacity Analysis Module:												
Vol/Sat:	0.18	0.40	0.40	0.08	0.16	0.16	0.05	0.85	0.85	0.17	0.69	0.69
Crit Vol:		604		125				1290		261		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #25 Veteran Av & Wilshire Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.335
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

1.383

Street Name:	Veteran Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	2	2 0	3 1	0	2 0	3 1	0
Volume Module:												
Base Vol:	218	805	195	73	420	962	330	2278	110	97	3274	74
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	233	861	209	78	449	1029	353	2437	118	104	3503	79
Added Vol:	0	11	159	0	3	0	0	832	15	157	814	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	872	368	78	452	1029	353	3269	133	261	4317	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	872	368	78	452	1029	353	3269	133	261	4317	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	872	368	78	452	1029	353	3269	133	261	4317	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	233	872	368	78	452	1132	388	3269	133	287	4317	79
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	2.00	2.00	3.84	0.16	2.00	3.93	0.07
Final Sat.:	1568	3135	1568	1568	3135	3135	3135	6025	245	3135	6157	113
Capacity Analysis Module:												
Vol/Sat:	0.15	0.28	0.23	0.05	0.14	0.36	0.12	0.54	0.54	0.09	0.70	0.70
Crit Vol:	233					566	194				1099	
Crit Moves:	****					****	****				****	

1375

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Gayley Av & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.328
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Gayley Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 0	2	2 0	3 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	104	324	107	129	364	827	425	1956	119	45	2273	175
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	111	347	114	138	389	885	455	2093	127	48	2432	187
Added Vol:	0	10	4	81	6	303	296	696	0	1	668	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	357	118	219	395	1188	751	2789	127	49	3100	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	357	118	219	395	1188	751	2789	127	49	3100	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	357	118	219	395	1188	751	2789	127	49	3100	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	111	357	118	219	395	1307	826	2789	127	49	3100	224
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.00	2.00	2.00	3.83	0.17	1.00	3.73	0.27
Final Sat.:	1513	3025	1513	1513	1513	3025	3025	5786	264	1513	5642	408
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.08	0.14	0.26	0.43	0.27	0.48	0.48	0.03	0.55	0.55
Crit Vol:	111					653	413				831	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #27 Westwood Bl & Lindbrook Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 1.118
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Westwood Bl						Lindbrook Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	3	875	242	30	884	94	16	150	137	146	254	75
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	3	936	259	32	946	101	17	161	147	156	272	80
Added Vol:	53	297	456	0	398	0	0	134	0	467	138	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	1233	715	32	1344	101	17	295	147	623	410	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1233	715	32	1344	101	17	295	147	623	410	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1233	715	32	1344	101	17	295	147	623	410	80
PCE Adj:	6.00	1.00	1.00	6.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	337	1233	715	193	1344	101	34	295	147	1246	410	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.67	1.33	1.00	0.50	2.32	0.18	0.08	1.30	0.62	1.00	0.91	0.09
Final Sat.:	1104	2196	1650	825	3821	304	128	2154	1018	1650	1497	153
Capacity Analysis Module:												
Vol/Sat:	0.05	0.56	0.43	0.04	0.35	0.33	0.13	0.14	0.14	0.38	0.27	0.53
Crit Vol:		926			32			17				868
Crit Moves:		****			****			****				****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #28 Westwood Bl & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.144
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Westwood Bl						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 1	2 0	3	1 0	2 0	3	1 0
Volume Module:												
Base Vol:	192	668	217	111	704	335	226	1805	167	178	2023	106
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	205	715	232	119	753	358	242	1931	179	190	2165	113
Added Vol:	5	172	417	96	156	613	551	178	52	405	88	83
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	887	649	215	909	971	793	2109	231	595	2253	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	887	649	215	909	971	793	2109	231	595	2253	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	887	649	215	909	971	793	2109	231	595	2253	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	210	887	649	215	909	1069	872	2109	231	655	2253	196
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	2.00	2.00	3.61	0.39	2.00	3.68	0.32
Final Sat.:	1568	3135	1568	1568	3135	3135	3135	5652	618	3135	5767	503
Capacity Analysis Module:												
Vol/Sat:	0.13	0.28	0.41	0.14	0.29	0.34	0.28	0.37	0.37	0.21	0.39	0.39
Crit Vol:	210					534	436				612	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #29 Glendon Av & Wilshire Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.999
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

1.142

Street Name:	Glendon Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	1	0 2	2 0	3	0 1	1 0	3	1 0
Volume Module:												
Base Vol:	187	116	105	204	183	366	214	2217	64	249	1820	190
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	200	124	112	218	196	392	229	2372	68	266	1947	203
Added Vol:	0	0	0	86	0	387	375	315	0	0	189	84
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	124	112	304	196	779	604	2687	68	266	2136	287
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	124	112	304	196	779	604	2687	68	266	2136	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	124	112	304	196	779	604	2687	68	266	2136	287
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	200	124	112	304	196	856	664	2687	68	266	2136	287
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.52	0.48	1.00	1.00	2.00	2.00	3.00	1.00	1.00	3.53	0.47
Final Sat.:	1568	823	745	1568	1568	3135	3135	4703	1568	1568	5527	743
Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	0.15	0.19	0.12	0.27	0.21	0.57	0.04	0.17	0.39	0.39
Crit Vol:	200					428	332				2606	
Crit Moves:	****					****	****				****	

846 2606

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #30 Selby Av & Wilshire Bl

0.944

Cycle (sec):	100	Critical Vol./Cap. (X):	1.475
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Selby Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	3	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	51	58	104	143	49	16	30	2561	66	58	2337	70
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	55	62	111	153	52	17	32	2740	71	62	2501	75
Added Vol:	24	2	5	70	5	6	3	261	69	14	225	62
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	64	116	223	57	23	35	3001	140	76	2726	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	64	116	223	57	23	35	3001	140	76	2726	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	64	116	223	57	23	35	3001	140	76	2726	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	79	64	116	223	57	23	35	3001	140	76	2726	137
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.36	0.64	1.00	0.71	0.29	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1568	557	1011	1568	1118	450	1568	4703	1568	1568	4703	1568
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.14	0.05	0.05	0.02	0.64	0.09	0.05	0.58	0.09
Crit Vol:		180		223				1000			809	
Crit Moves:		****		****				****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Warner Av & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.773
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Street Name:	Warner Av									Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	35	51	22	73	69	46	82	2558	40	35	2258	47								
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07								
Initial Bse:	37	55	24	78	74	49	88	2737	43	37	2416	50								
Added Vol:	0	0	0	0	0	0	0	346	0	0	326	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	37	55	24	78	74	49	88	3083	43	37	2742	50								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	37	55	24	78	74	49	88	3083	43	37	2742	50								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	37	55	24	78	74	49	88	3083	43	37	2742	50								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Final Vol.:	37	55	24	78	74	49	88	3083	43	37	2742	50								
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425								
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10								
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.96	0.04	1.00	2.95	0.05								
Final Sat.:	1568	1568	1568	1568	1568	1568	1568	4638	64	1568	4618	85								
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.03	0.02	0.05	0.05	0.03	0.06	0.66	0.66	0.02	0.59	0.59								
Crit Vol:		55		78				1042		37										
Crit Moves:		****		****				****		****										

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #33 Beverly Glen Bl & Wilshire Bl

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.020
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

1.057

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Street Name:	Beverly Glen Bl						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	2	1 0
Volume Module:												
Base Vol:	139	706	174	76	664	45	156	1927	251	153	2020	82
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	149	755	186	81	710	48	167	2062	269	164	2161	88
Added Vol:	58	41	3	1	3	3	5	284	57	1	264	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	796	189	82	713	51	172	2346	326	165	2425	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	796	189	82	713	51	172	2346	326	165	2425	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	796	189	82	713	51	172	2346	326	165	2425	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	207	796	189	82	713	51	172	2346	326	165	2425	89
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.62	0.38	1.00	1.87	0.13	1.00	3.00	1.00	1.00	2.89	0.11
Final Sat.:	1568	2533	602	1568	2925	210	1568	4703	1568	1568	4537	166
Capacity Analysis Module:												
Vol/Sat:	0.13	0.31	0.31	0.05	0.24	0.24	0.11	0.50	0.21	0.11	0.53	0.53
Crit Vol:	207				382		172				838	
Crit Moves:	****				****		****				****	

1375

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 Westwood Bl & Wellworth Av

Cycle (sec):	100	Critical Vol./Cap. (X):	0.980
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Westwood Bl						Wellworth Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Include	Permitted		Include	Permitted		Include	Permitted		Include
Rights:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	54	1140	84	69	1195	69	21	65	67	293	156	63
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	58	1220	90	74	1279	74	22	70	72	314	167	67
Added Vol:	2	590	0	0	612	1	4	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1810	90	74	1891	75	26	70	81	314	167	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1810	90	74	1891	75	26	70	81	314	167	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1810	90	74	1891	75	26	70	81	314	167	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	60	1810	90	74	1891	75	26	70	81	314	167	67
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.92	0.08	0.15	0.39	0.46	0.58	0.30	0.12
Final Sat.:	1650	3300	1650	1650	3174	126	247	649	753	944	503	203
Capacity Analysis Module:												
Vol/Sat:	0.04	0.55	0.05	0.04	0.60	0.60	0.11	0.11	0.11	0.33	0.33	0.33
Crit Vol:	60				983		26				548	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #35 Westwood Bl & Rochester Av

Cycle (sec):	100	Critical Vol./Cap. (X):	0.816
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

Street Name:	Westwood Bl						Rochester Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Include	Permitted		Include	Permitted		Include	Permitted		Include
Rights:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	20	1003	21	19	1242	26	28	165	28	35	246	9
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	21	1073	22	20	1329	28	30	177	30	37	263	10
Added Vol:	9	592	0	0	621	0	0	0	43	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1665	22	20	1950	28	30	177	73	37	263	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1665	22	20	1950	28	30	177	73	37	263	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1665	22	20	1950	28	30	177	73	37	263	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	1665	22	20	1950	28	30	177	73	37	263	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.11	0.63	0.26	0.12	0.85	0.03
Final Sat.:	1650	3300	1650	1650	3300	1650	177	1042	431	199	1400	51
Capacity Analysis Module:												
Vol/Sat:	0.02	0.50	0.01	0.01	0.59	0.02	0.17	0.17	0.17	0.19	0.19	0.19
Crit Vol:	30				975		30				310	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #36 Barrington Av & Santa Monica Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.029
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Barrington Av						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	92	522	125	77	638	56	61	1558	86	98	1171	85
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	98	559	134	82	683	60	65	1667	92	105	1253	91
Added Vol:	0	1	0	2	6	13	3	440	0	0	484	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	560	134	84	689	73	68	2107	92	105	1737	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	560	134	84	689	73	68	2107	92	105	1737	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	560	134	84	689	73	68	2107	92	105	1737	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	98	560	134	84	689	73	68	2107	92	105	1737	93
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	0.90	0.10	1.00	2.87	0.13	1.00	2.85	0.15
Final Sat.:	1650	1650	1650	1650	1492	158	1650	4743	207	1650	4699	251
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.08	0.05	0.46	0.46	0.04	0.44	0.44	0.06	0.37	0.37
Crit Vol:	98				762			733		105		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #37 Sawtelle Bl & Ohio Av

Cycle (sec): 100 Critical Vol./Cap. (X): 1.017
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sawtelle Bl						Ohio Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	85	118	146	105	246	122	42	726	63	107	647	55
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	91	126	156	112	263	131	45	777	67	114	692	59
Added Vol:	8	6	91	7	107	0	0	3	0	118	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	132	247	119	370	131	45	780	67	232	705	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	132	247	119	370	131	45	780	67	232	705	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	132	247	119	370	131	45	780	67	232	705	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	99	132	247	119	370	131	45	780	67	232	705	59
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.21	0.27	0.52	1.00	0.74	0.26	1.00	0.92	0.08	1.00	0.92	0.08
Final Sat.:	341	456	853	1650	1220	430	1650	1519	131	1650	1523	127
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.07	0.30	0.30	0.03	0.51	0.51	0.14	0.46	0.46
Crit Vol:		478		119				847		232		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #38 Sepulveda Bl & Ohio Av

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.136
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Sepulveda Bl						Ohio Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Include	Permitted		Include	Permitted		Include	Permitted		Include
Rights:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	64	748	144	43	992	131	148	697	116	131	649	49
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	68	800	154	46	1061	140	158	746	124	140	694	52
Added Vol:	0	116	0	0	165	44	11	84	7	0	86	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	916	154	46	1226	184	169	830	131	140	780	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	916	154	46	1226	184	169	830	131	140	780	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	916	154	46	1226	184	169	830	131	140	780	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	68	916	154	46	1226	184	169	830	131	140	780	52
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.74	0.26	1.00	0.86	0.14	1.00	0.94	0.06
Final Sat.:	1650	3300	1650	1650	2869	431	1650	1425	225	1650	1546	104
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.09	0.03	0.43	0.43	0.10	0.58	0.58	0.08	0.50	0.50
Crit Vol:	68				705			961		140		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #39 Veteran Av & Ohio Av

Cycle (sec): 100 Critical Vol./Cap. (X): 1.032
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Veteran Av						Ohio Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	148	172	106	68	209	88	38	740	85	85	614	117
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	158	184	113	73	224	94	41	792	91	91	657	125
Added Vol:	0	68	0	0	95	86	84	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	252	113	73	319	180	125	792	91	91	657	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	252	113	73	319	180	125	792	91	91	657	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	252	113	73	319	180	125	792	91	91	657	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	158	252	113	73	319	180	125	792	91	91	657	131
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.30	0.48	0.22	0.13	0.56	0.31	1.00	0.90	0.10	1.00	0.83	0.17
Final Sat.:	499	794	357	210	920	520	1650	1480	170	1650	1375	275
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.35	0.35	0.35	0.08	0.53	0.54	0.06	0.48	0.48
Crit Vol:	158				572				883	91		
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #40 Westwood Bl & Ohio Av

Cycle (sec): 100 Critical Vol./Cap. (X): 1.117
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Westwood Bl						Ohio Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Include	Permitted		Include	Permitted		Include	Permitted		Include
Rights:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	0 1 0	1	0	0 1 0
Volume Module:												
Base Vol:	95	892	65	56	1180	174	155	573	77	80	535	31
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	102	954	70	60	1263	186	166	613	82	86	572	33
Added Vol:	6	601	0	0	664	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	1555	70	60	1927	186	166	613	82	86	572	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	1555	70	60	1927	186	166	613	82	86	572	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1555	70	60	1927	186	166	613	82	86	572	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	108	1555	70	60	1927	186	166	613	82	86	572	33
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.88	0.12	1.00	0.95	0.05
Final Sat.:	1650	3300	1650	1650	3300	1650	1650	1455	195	1650	1560	90
Capacity Analysis Module:												
Vol/Sat:	0.07	0.47	0.04	0.04	0.58	0.11	0.10	0.42	0.42	0.05	0.37	0.37
Crit Vol:	108				963		166				606	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #41 Sawtelle Bl & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.960
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Sawtelle Bl						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	77	250	201	63	352	24	14	1278	62	139	1347	88
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	82	267	215	67	377	26	15	1367	66	149	1441	94
Added Vol:	10	102	0	65	152	7	0	434	45	2	461	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	370	215	132	529	33	15	1801	111	151	1902	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	370	215	132	529	33	15	1801	111	151	1902	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	370	215	132	529	33	15	1801	111	151	1902	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	92	370	215	132	529	33	15	1801	111	151	1902	98
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.63	0.37	1.00	0.94	0.06	1.00	2.83	0.17	1.00	2.85	0.15
Final Sat.:	1568	991	577	1568	1476	91	1568	4429	274	1568	4472	231
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.37	0.08	0.36	0.36	0.01	0.41	0.41	0.10	0.43	0.43
Crit Vol:		585		132				638		151		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #42 I-405 SB Ramps & Santa Monica Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.858
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	131	Level Of Service:	D

Street Name:	I-405 SB Ramps						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1 1	0	1 1	0 0	3	1 0	1 0	3	0 0
Volume Module:												
Base Vol:	0	0	0	342	184	144	0	1387	339	343	1299	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	366	197	154	0	1484	363	367	1390	0
Added Vol:	0	0	0	34	0	97	0	234	265	123	369	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	400	197	251	0	1718	628	490	1759	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	400	197	251	0	1718	628	490	1759	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	400	197	251	0	1718	628	490	1759	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	440	197	276	0	1718	628	490	1759	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	1.93	0.86	1.21	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	3027	1350	1893	0	4703	1568	1568	4703	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.15	0.00	0.37	0.40	0.31	0.37	0.00
Crit Vol:		0		228					628	490		
Crit Moves:				****					****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #43 I-405 NB Ramps & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.098
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	I-405 NB Ramps						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1	1 1	0 0	0	0 0	1 0	3	0 0	0 0	3	1 0
Volume Module:												
Base Vol:	525	559	567	0	0	0	461	1245	0	0	1149	406
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	562	598	607	0	0	0	493	1332	0	0	1229	434
Added Vol:	195	0	44	0	0	0	104	164	0	0	297	251
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	757	598	651	0	0	0	597	1496	0	0	1526	685
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	757	598	651	0	0	0	597	1496	0	0	1526	685
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	757	598	651	0	0	0	597	1496	0	0	1526	685
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	832	598	716	0	0	0	597	1496	0	0	1526	685
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	1.37	1.63	0.00	0.00	0.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3135	2141	2562	0	0	0	1568	4703	0	0	4703	1568
Capacity Analysis Module:												
Vol/Sat:	0.27	0.28	0.28	0.00	0.00	0.00	0.38	0.32	0.00	0.00	0.32	0.44
Crit Vol:		438		0			597					685
Crit Moves:		****					****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #44 Sepulveda Bl & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.044
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Bl						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	142	885	66	127	1114	131	200	1391	237	88	1029	81
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	152	947	71	136	1192	140	214	1488	254	94	1101	87
Added Vol:	11	81	8	19	141	122	31	177	0	3	415	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	1028	79	155	1333	262	245	1665	254	97	1516	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	1028	79	155	1333	262	245	1665	254	97	1516	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	1028	79	155	1333	262	245	1665	254	97	1516	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	163	1028	79	155	1333	262	245	1665	254	97	1516	99
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1513	3025	1513	1513	3025	1513	1513	4537	1513	1513	4537	1513
Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.05	0.10	0.44	0.17	0.16	0.37	0.17	0.06	0.33	0.07
Crit Vol:	163				666		245				505	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #45 Veteran Av & Santa Monica Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.848
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	150	Level Of Service:	D

Street Name:	Veteran Av						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	56	211	5	8	467	37	56	1048	0	63	1093	41
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	60	226	5	9	500	40	60	1121	0	67	1170	44
Added Vol:	7	59	2	4	80	10	7	164	7	2	387	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	285	7	13	580	50	67	1285	7	69	1557	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	285	7	13	580	50	67	1285	7	69	1557	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	285	7	13	580	50	67	1285	7	69	1557	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	67	285	7	13	580	50	67	1285	7	69	1557	45
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.97	0.03	1.00	0.92	0.08	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1513	1474	38	1513	1393	119	1513	4537	1513	1513	4537	1513
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.01	0.42	0.42	0.04	0.28	0.00	0.05	0.34	0.03
Crit Vol:	67				629		67				519	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #46 Westwood Bl & Santa Monica Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.170
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Westwood Bl						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	51	994	86	103	1257	124	170	1419	58	174	1487	196
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	55	1064	92	110	1345	133	182	1518	62	186	1591	210
Added Vol:	6	523	4	53	575	36	37	125	7	4	345	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	1587	96	163	1920	169	219	1643	69	190	1936	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	1587	96	163	1920	169	219	1643	69	190	1936	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	1587	96	163	1920	169	219	1643	69	190	1936	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	61	1587	96	163	1920	169	241	1643	69	209	1936	257
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.89	0.11	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1513	2852	173	1513	3025	1513	3025	4537	1513	3025	4537	1513
Capacity Analysis Module:												
Vol/Sat:	0.04	0.56	0.56	0.11	0.63	0.11	0.08	0.36	0.05	0.07	0.43	0.17
Crit Vol:		841			163			120			645	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #47 Overland Av & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.535
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Overland Av						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1! 0	0	0	0	0	0	3	0	1	1	0	3	0	0
Volume Module:												
Base Vol:	139	0	132	0	0	0	0	1113	88	204	1258	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	149	0	141	0	0	0	0	1191	94	218	1346	0
Added Vol:	9	0	6	0	0	0	0	179	2	3	387	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	0	147	0	0	0	0	1370	96	221	1733	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	0	147	0	0	0	0	1370	96	221	1733	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	0	147	0	0	0	0	1370	96	221	1733	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	174	0	147	0	0	0	0	1370	96	221	1733	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.08	0.00	0.92	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1696	0	1439	0	0	0	0	4703	1568	1568	4703	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.29	0.06	0.14	0.37	0.00
Crit Vol:	160				0			457		221		
Crit Moves:	****							****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #48 Beverly Glen Bl & Santa Monica North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.783
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: C

Street Name:	Beverly Glen Bl						Santa Monica North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 2	0	1	2 0 2	0	1	2 0 2	1	0	2 0 3	0	2
Volume Module:												
Base Vol:	13	601	52	226	1065	63	48	885	110	139	1174	247
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	14	643	56	242	1140	67	51	947	118	149	1256	264
Added Vol:	3	58	0	3	57	1	3	234	14	0	382	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	701	56	245	1197	68	54	1181	132	149	1638	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	701	56	245	1197	68	54	1181	132	149	1638	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	701	56	245	1197	68	54	1181	132	149	1638	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	19	701	56	269	1197	68	60	1181	132	164	1638	336
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.70	0.30	2.00	3.00	2.00
Final Sat.:	3025	3025	1513	3025	3025	1513	3025	4082	455	3025	4537	3025
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.04	0.09	0.40	0.05	0.02	0.29	0.29	0.05	0.36	0.11
Crit Vol:	9				598		30				546	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #49 Beverly Glen & Santa Monica South

Cycle (sec): 100 Critical Vol./Cap. (X): 1.053
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Beverly Glen Bl						Santa Monica South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	36	701	60	13	1294	90	81	725	53	89	728	195
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	39	750	64	14	1385	96	87	776	57	95	779	209
Added Vol:	0	62	0	0	71	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	812	64	14	1456	96	87	776	57	95	779	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	812	64	14	1456	96	87	776	57	95	779	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	812	64	14	1456	96	87	776	57	95	779	209
PCE Adj:	6.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	231	812	64	56	1456	96	87	776	57	95	779	209
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.11	1.78	0.11	0.02	1.86	0.12	0.09	0.85	0.06	0.09	0.72	0.19
Final Sat.:	176	2933	191	30	3072	198	156	1393	102	145	1187	318
Capacity Analysis Module:												
Vol/Sat:	0.22	0.28	0.34	0.46	0.47	0.49	0.56	0.56	0.56	0.66	0.66	0.66
Crit Vol:			554	14			87				1083	
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #50 Bundy Dr & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.439
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Bundy Dr											
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	156	1814	62	296	1129	96	202	1474	316	287	1194	262
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	167	1941	66	317	1208	103	216	1577	338	307	1278	280
Added Vol:	48	1	121	0	3	48	52	242	52	145	303	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	1942	187	317	1211	151	268	1819	390	452	1581	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	1942	187	317	1211	151	268	1819	390	452	1581	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	1942	187	317	1211	151	268	1819	390	452	1581	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	215	1942	187	317	1211	151	268	1819	390	497	1581	280
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.55	0.45
Final Sat.:	1513	3025	1513	1513	3025	1513	1513	4537	1513	3025	3854	684
Capacity Analysis Module:												
Vol/Sat:	0.14	0.64	0.12	0.21	0.40	0.10	0.18	0.40	0.26	0.16	0.41	0.41
Crit Vol:		971		317			268				620	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #51 Barrington Av & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.100
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Barrington Av						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	1 0	1 0	4	0 1
Volume Module:												
Base Vol:	183	706	116	260	1171	58	94	1489	399	175	2017	141
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	196	755	124	278	1253	62	101	1593	427	187	2158	151
Added Vol:	2	1	10	2	4	0	0	87	3	7	129	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	756	134	280	1257	62	101	1680	430	194	2287	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	756	134	280	1257	62	101	1680	430	194	2287	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	756	134	280	1257	62	101	1680	430	194	2287	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	198	756	134	280	1257	62	101	1680	430	194	2287	151
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.70	0.30	1.00	2.00	1.00	1.00	2.39	0.61	1.00	4.00	1.00
Final Sat.:	1568	2663	472	1568	3135	1568	1568	3744	958	1568	6270	1568
Capacity Analysis Module:												
Vol/Sat:	0.13	0.28	0.28	0.18	0.40	0.04	0.06	0.45	0.45	0.12	0.36	0.10
Crit Vol:	198				628			703		194		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #52 Sawtelle Bl & Olympic Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.386
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

1.437

Street Name:	Sawtelle Bl						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0	1	1 0 1	1	0	1 0 2	1	0	1 0 3	1	0
Volume Module:												
Base Vol:	140	433	380	122	542	39	42	1942	153	355	2307	171
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	150	463	407	131	580	42	45	2078	164	380	2468	183
Added Vol:	0	111	0	3	186	10	1	76	0	0	118	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	574	407	134	766	52	46	2154	164	380	2586	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	574	407	134	766	52	46	2154	164	380	2586	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	574	407	134	766	52	46	2154	164	380	2586	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	150	574	407	134	766	52	46	2154	164	380	2586	183
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	~~1425~~
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	1.87	0.13	1.00	2.79	0.21	1.00	3.74	0.26
Final Sat.:	1568	1568	1568	1568	2937	198	1568	4370	332	1568	5856	414
Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.26	0.09	0.26	0.26	0.03	0.49	0.49	0.24	0.44	0.44
Crit Vol:		574		134				773			692	
Crit Moves:		****		****				****			****	

1375

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Sepulveda Bl & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.045
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Bl						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	2	1	0	1	0	3	1	0
Volume Module:																				
Base Vol:	85	997	179			97	1058	94	105	1801	112			147	2543	149				
Growth Adj:	1.07	1.07	1.07			1.07	1.07	1.07	1.07	1.07	1.07			1.07	1.07	1.07				
Initial Bse:	91	1067	192			104	1132	101	112	1927	120			157	2721	159				
Added Vol:	0	84	0			7	121	16	14	66	0			0	102	1				
PasserByVol:	0	0	0			0	0	0	0	0	0			0	0	0				
Initial Fut:	91	1151	192			111	1253	117	126	1993	120			157	2823	160				
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00				
PHF Volume:	91	1151	192			111	1253	117	126	1993	120			157	2823	160				
Reduct Vol:	0	0	0			0	0	0	0	0	0			0	0	0				
Reduced Vol:	91	1151	192			111	1253	117	126	1993	120			157	2823	160				
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00				
Final Vol.:	91	1151	192			111	1253	117	126	1993	120			157	2823	160				
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425			1425	1425	1425	1425	1425	1425			1425	1425	1425				
Adjustment:	1.10	1.10	1.10			1.10	1.10	1.10	1.10	1.10	1.10			1.10	1.10	1.10				
Lanes:	1.00	2.00	1.00			1.00	1.83	0.17	1.00	2.83	0.17			1.00	3.78	0.22				
Final Sat.:	1568	3135	1568			1568	2868	267	1568	4436	267			1568	5933	337				
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.37	0.12			0.07	0.44	0.44	0.08	0.45	0.45			0.10	0.48	0.48				
Crit Vol:	91						685			704				157						
Crit Moves:	****						****			****				****						

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #54 Veteran Av & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.890
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 131 Level Of Service: D

Street Name:	Veteran Av						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	41	106	24	143	386	124	37	1451	24	59	2833	58
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	44	113	26	153	413	133	40	1553	26	63	3031	62
Added Vol:	0	27	0	60	30	0	0	72	0	0	104	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	140	26	213	443	133	40	1625	26	63	3135	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	140	26	213	443	133	40	1625	26	63	3135	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	140	26	213	443	133	40	1625	26	63	3135	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	44	140	26	213	443	133	40	1625	26	63	3135	103
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.85	0.15	1.00	0.77	0.23	1.00	2.95	0.05	1.00	3.87	0.13
Final Sat.:	1650	1395	255	1650	1270	380	1650	4873	77	1650	6390	210
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.13	0.35	0.35	0.02	0.33	0.33	0.04	0.49	0.49
Crit Vol:	44				576		40				810	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #55 Westwood Bl & OIympic Bl

1.450

Cycle (sec):	100	Critical Vol./Cap. (X):	1.381
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Westwood Bl						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	90	811	120	147	1289	142	112	2263	113	102	3335	240
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	96	868	128	157	1379	152	120	2421	121	109	3568	257
Added Vol:	12	522	4	14	567	5	3	99	30	4	128	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	1390	132	171	1946	157	123	2520	151	113	3696	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	1390	132	171	1946	157	123	2520	151	113	3696	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1390	132	171	1946	157	123	2520	151	113	3696	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	108	1390	132	171	1946	157	123	2520	151	113	3696	265
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.83	0.17	1.00	1.85	0.15	1.00	2.83	0.17	1.00	3.73	0.27
Final Sat.:	1568	2862	273	1568	2901	234	1568	4437	266	1568	5851	419
Capacity Analysis Module:												
Vol/Sat:	0.07	0.49	0.49	0.11	0.67	0.67	0.08	0.57	0.57	0.07	0.63	0.63
Crit Vol:		788			1052		123				990	
Crit Moves:		108			****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #56 Overland Av & Olympic Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.196
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Overland Av						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	2	1 0	1 0	3	1 0
Volume Module:												
Base Vol:	112	328	112	78	394	38	22	2104	80	309	2758	20
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	120	351	120	83	422	41	24	2251	86	331	2951	21
Added Vol:	0	15	1	0	4	2	0	116	0	138	138	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	366	121	83	426	43	24	2367	86	469	3089	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	366	121	83	426	43	24	2367	86	469	3089	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	366	121	83	426	43	24	2367	86	469	3089	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	120	366	121	83	426	43	24	2367	86	469	3089	21
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.75	0.25	1.00	0.91	0.09	1.00	2.90	0.10	1.00	3.97	0.03
Final Sat.:	1568	1178	389	1568	1425	143	1568	4538	164	1568	6227	43
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.31	0.05	0.30	0.30	0.02	0.52	0.52	0.30	0.50	0.50
Crit Vol:	120				468			818		469		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #57 Century Park West & Olympic Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.406
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Century Park West						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2	0 0	0 2	2	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	80	0	1116	238	2094	0	0	3543	60
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	86	0	1194	255	2241	0	0	3791	64
Added Vol:	0	0	0	59	0	176	11	138	0	0	121	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	145	0	1370	266	2379	0	0	3912	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	145	0	1370	266	2379	0	0	3912	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	145	0	1370	266	2379	0	0	3912	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	159	0	1507	292	2379	0	0	3912	68
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3135	0	3135	3135	4703	0	0	4703	1568
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.48	0.09	0.51	0.00	0.00	0.83	0.04
Crit Vol:	0					754	146				1304	
Crit Moves:						****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #58 Centinela Av & I-10 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	1.104
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Centinela Av						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0	0	1 0	1	0	0 0	1	0	0 0 0
Volume Module:												
Base Vol:	536	323	0	0	756	103	285	0	317	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	574	346	0	0	809	110	305	0	339	0	0	0
Added Vol:	9	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	583	346	0	0	809	110	305	0	339	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	583	346	0	0	809	110	305	0	339	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	583	346	0	0	809	110	305	0	339	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	583	346	0	0	809	110	305	0	339	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1568	1568	0	0	1568	1568	1568	0	1568	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.22	0.00	0.00	0.52	0.07	0.19	0.00	0.22	0.00	0.00	0.00
Crit Vol:	583				809				339	0		
Crit Moves:	****				****				****			

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #59 Centinela Av & Pico Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.037
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Centinela Av						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	43	393	71	75	813	168	88	1401	447	101	777	387
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	46	421	76	80	870	180	94	1499	478	108	831	414
Added Vol:	0	0	0	0	0	0	0	88	0	0	107	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	421	76	80	870	180	94	1587	478	108	938	423
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	421	76	80	870	180	94	1587	478	108	938	423
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	421	76	80	870	180	94	1587	478	108	938	423
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	46	421	76	80	870	180	94	1587	478	108	938	423
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	1.66	0.34	1.00	1.54	0.46	1.00	1.38	0.62
Final Sat.:	1650	1650	1650	1650	2735	565	1650	2536	764	1650	2275	1025
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.05	0.05	0.32	0.32	0.06	0.63	0.63	0.07	0.41	0.41
Crit Vol:	46				525			1033		108		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #60 Bundy Dr & Pico Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.019
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Bundy Dr									Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1	1	0	2 0 1			
Volume Module:															
Base Vol:	111	1373	318	93	1403	60	90	1193	99	69	908	53			
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07			
Initial Bse:	119	1469	340	100	1501	64	96	1277	106	74	972	57			
Added Vol:	0	94	16	21	116	63	56	32	0	26	53	19			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	119	1563	356	121	1617	127	152	1309	106	100	1025	76			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	119	1563	356	121	1617	127	152	1309	106	100	1025	76			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	119	1563	356	121	1617	127	152	1309	106	100	1025	76			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	119	1563	356	121	1617	127	152	1309	106	100	1025	76			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10			
Lanes:	1.00	2.44	0.56	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	1650	4031	919	1650	3300	1650	1650	3300	1650	1650	3300	1650			
Capacity Analysis Module:															
Vol/Sat:	0.07	0.39	0.39	0.07	0.49	0.08	0.09	0.40	0.06	0.06	0.31	0.05			
Crit Vol:	119				809			654		100					
Crit Moves:	****				****			****		****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #61 Barrington Av & Pico Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.082
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Barrington Av						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	80	585	88	221	1406	94	158	1312	144	72	931	52
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	86	626	94	236	1504	101	169	1404	154	77	996	56
Added Vol:	0	6	2	0	11	4	7	61	0	3	95	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	632	96	236	1515	105	176	1465	154	80	1091	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	632	96	236	1515	105	176	1465	154	80	1091	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	632	96	236	1515	105	176	1465	154	80	1091	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	86	632	96	236	1515	105	176	1465	154	80	1091	56
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.74	0.26	1.00	1.87	0.13	1.00	1.81	0.19	1.00	1.90	0.10
Final Sat.:	1650	2864	436	1650	3087	213	1650	2986	314	1650	3140	160
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.14	0.49	0.49	0.11	0.49	0.49	0.05	0.35	0.35
Crit Vol:	86				810			809		80		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #62 Sawtelle Bl & Pico Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.077
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Sawtelle Bl						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	2	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																			
Base Vol:	93	602	256	167	1309	159	80	1534	209	234	1476	128
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	100	644	274	179	1401	170	86	1641	224	250	1579	137
Added Vol:	0	103	2	6	180	0	0	64	0	5	98	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	747	276	185	1581	170	86	1705	224	255	1677	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	747	276	185	1581	170	86	1705	224	255	1677	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	747	276	185	1581	170	86	1705	224	255	1677	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	100	747	276	185	1581	170	86	1705	224	255	1677	145
Saturation Flow Module:																			
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.46	0.54	1.00	2.00	1.00	1.00	2.65	0.35	1.00	2.76	0.24
Final Sat.:	1568	2289	846	1568	3135	1568	1568	4157	545	1568	4328	374
Capacity Analysis Module:																			
Vol/Sat:	0.06	0.33	0.33	0.12	0.50	0.11	0.05	0.41	0.41	0.16	0.39	0.39
Crit Vol:		510			790			643			255	
Crit Moves:					****			****			****	

1.182

1375

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #63 Sepulveda Bl & Pico Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.891
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	171	Level Of Service:	D

0.924

Street Name:	Sepulveda Bl						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	185	934	143	113	1023	107	106	1002	183	183	1315	99
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	198	999	153	121	1095	114	113	1072	196	196	1407	106
Added Vol:	7	54	13	5	99	17	27	89	35	12	69	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	1053	166	126	1194	131	140	1161	231	208	1476	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	1053	166	126	1194	131	140	1161	231	208	1476	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	1053	166	126	1194	131	140	1161	231	208	1476	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	205	1053	166	126	1194	131	140	1161	231	208	1476	109
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.73	0.27	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.79	0.21
Final Sat.:	1568	2708	427	1568	3135	1568	1568	4703	1568	1568	4379	323
Capacity Analysis Module:												
Vol/Sat:	0.13	0.39	0.39	0.08	0.38	0.08	0.09	0.25	0.15	0.13	0.34	0.34
Crit Vol:	205				597			387		208		
Crit Moves:	****				****			****		****		

1375

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #64 Westwood Bl & Pico Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.035
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Westwood Bl						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	140	535	112	183	957	127	94	1046	194	71	1203	110
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	150	572	120	196	1024	136	101	1119	208	76	1287	118
Added Vol:	0	429	0	24	580	0	0	71	0	0	47	114
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	1001	120	220	1604	136	101	1190	208	76	1334	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	1001	120	220	1604	136	101	1190	208	76	1334	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1001	120	220	1604	136	101	1190	208	76	1334	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	150	1001	120	220	1604	136	101	1190	208	76	1334	232
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.84	0.16	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1513	3025	1513	1513	2789	236	1513	4537	1513	1513	4537	1513
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.08	0.15	0.58	0.58	0.07	0.26	0.14	0.05	0.29	0.15
Crit Vol:	150				870		101				445	
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #65 Overland Av & Pico Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.071
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Overland Av						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 0	2	1 0	1 1	0	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	180	573	298	52	885	43	49	919	256	819	1589	46
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	193	613	319	56	947	46	52	983	274	876	1700	49
Added Vol:	112	15	66	0	141	0	0	62	33	20	50	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	628	385	56	1088	46	52	1045	307	896	1750	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	305	628	385	56	1088	46	52	1045	307	896	1750	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	628	385	56	1088	46	52	1045	307	896	1750	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	335	628	423	56	1088	46	52	1045	307	986	1750	49
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	1.00	2.00	1.00	1.92	0.08	1.00	2.32	0.68	2.00	2.92	0.08
Final Sat.:	3135	1568	3135	1568	3008	127	1568	3635	1067	3135	4574	129
Capacity Analysis Module:												
Vol/Sat:	0.11	0.40	0.14	0.04	0.36	0.36	0.03	0.29	0.29	0.31	0.38	0.38
Crit Vol:	168				567			451		493		
Crit Moves:	****				****			****		****		

1.110

1375

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #66 Bundy Dr & Ocean Park Bl/Gateway Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.086
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Bundy Dr						Ocean Park Bl/Gateway Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	213	1062	96	27	1162	156	136	566	654	109	523	27
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	228	1136	103	29	1243	167	146	606	700	117	560	29
Added Vol:	0	57	1	0	64	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	228	1193	104	29	1307	167	146	606	700	121	560	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	1193	104	29	1307	167	146	606	700	121	560	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	1193	104	29	1307	167	146	606	700	121	560	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	228	1193	104	29	1307	167	146	606	700	121	560	29
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.90	0.10
Final Sat.:	1568	2884	251	1568	3135	1568	1568	3135	1568	1568	2981	154
Capacity Analysis Module:												
Vol/Sat:	0.15	0.41	0.41	0.02	0.42	0.11	0.09	0.19	0.45	0.08	0.19	0.19
Crit Vol:	228				654				700	121		
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #67 Sawtelle Bl & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.093
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sawtelle Bl						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	64	439	82	453	1232	63	116	915	96	88	1233	198
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	68	470	88	485	1318	67	124	979	103	94	1319	212
Added Vol:	0	91	2	73	112	0	0	0	0	3	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	561	90	558	1430	67	124	979	103	97	1319	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	561	90	558	1430	67	124	979	103	97	1319	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	561	90	558	1430	67	124	979	103	97	1319	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	68	561	90	558	1430	67	124	979	103	97	1319	226
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.72	0.28	1.00	1.91	0.09	1.00	1.81	0.19	1.00	1.71	0.29
Final Sat.:	1568	2702	433	1568	2994	141	1568	2837	298	1568	2677	458
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.36	0.48	0.48	0.08	0.35	0.35	0.06	0.49	0.49
Crit Vol:	68				749		124				773	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #68 I-405 SB On Ramp & National Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.673
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

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Street Name:	I-405 SB On-ramp						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Include	Permitted		Include	Permitted		Include	Permitted		Include
Rights:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	1	1 0	1 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1038	396	224	1193	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	0	0	0	0	1111	424	240	1277	0
Added Vol:	0	0	0	0	0	0	0	36	40	66	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1147	464	306	1294	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1147	464	306	1294	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1147	464	306	1294	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	0	0	1147	464	306	1294	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.42	0.58	1.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	2350	950	1650	3300	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.49	0.19	0.39	0.00
Crit Vol:	0				0			805		306		
Crit Moves:								****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #69 I-405 NB Off Ramp & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.803
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: D

Street Name:	I-405 NB Off Ramp						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1	0	0	0	0	0	0	2	0	0
Volume Module:												
Base Vol:	290	0	386	0	0	0	0	917	0	0	1586	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	310	0	413	0	0	0	0	981	0	0	1697	0
Added Vol:	6	0	24	0	0	0	0	36	0	0	78	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	316	0	437	0	0	0	0	1017	0	0	1775	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	316	0	437	0	0	0	0	1017	0	0	1775	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	0	437	0	0	0	0	1017	0	0	1775	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	316	0	437	0	0	0	0	1017	0	0	1775	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1650	0	1650	0	0	0	0	3300	0	0	3300	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.26	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.54	0.00
Crit Vol:			437	0			0				888	
Crit Moves:			****				****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #70 Sepulveda Bl & National Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.155
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

1.197

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Street Name:	Sepulveda Bl						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	129	765	185	147	1224	198	128	960	172	120	1158	97
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	138	819	198	157	1310	212	137	1027	184	128	1239	104
Added Vol:	0	50	0	0	80	66	24	36	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	869	198	157	1390	278	161	1063	184	128	1250	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	869	198	157	1390	278	161	1063	184	128	1250	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	869	198	157	1390	278	161	1063	184	128	1250	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	138	869	198	157	1390	278	161	1063	184	128	1250	104
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.67	0.33	1.00	1.70	0.30	1.00	1.85	0.15
Final Sat.:	1568	3135	1568	1568	2613	522	1568	2672	463	1568	2895	240
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.13	0.10	0.53	0.53	0.10	0.40	0.40	0.08	0.43	0.43
Crit Vol:	138				834		161				677	
Crit Moves:	****				****		****				****	

1375

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #71 Westwood Bl & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.377
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Westwood Bl						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	88	260	27	166	729	408	291	592	398	65	517	136
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	94	278	29	178	780	437	311	633	426	70	553	146
Added Vol:	0	19	0	53	527	0	0	33	2	0	11	410
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	297	29	231	1307	437	311	666	428	70	564	556
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	297	29	231	1307	437	311	666	428	70	564	556
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	297	29	231	1307	437	311	666	428	70	564	556
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	94	297	29	231	1307	437	311	666	428	70	564	556
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.82	0.18	1.00	1.00	1.00	1.00	1.22	0.78	1.00	1.01	0.99
Final Sat.:	1650	3008	292	1650	1650	1650	1650	2010	1290	1650	1663	1637
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.14	0.79	0.26	0.19	0.33	0.33	0.04	0.34	0.34
Crit Vol:	94				1307		311				560	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Overland Av & I-10 WB Ramps/National Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.272
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Overland Av						I-10 WB Ramps/National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	2	0	1	1	0	1	1	1	0	0	1	0	1
Volume Module:												
Base Vol:	63	778	489	374	1395	208	305	79	349	157	430	430
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	67	832	523	400	1493	223	326	85	373	168	460	460
Added Vol:	0	4	0	4	194	0	0	6	80	0	421	125
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	836	523	404	1687	223	326	91	453	168	881	585
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	836	523	404	1687	223	326	91	453	168	881	585
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	836	523	404	1687	223	326	91	453	168	881	585
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	67	836	576	445	1687	223	359	91	453	168	881	585
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.78	1.22	2.00	1.77	0.23	1.60	0.40	1.00	0.32	1.68	1.00
Final Sat.:	1568	2786	1917	3135	2770	365	2504	631	1568	502	2633	1568
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.14	0.61	0.61	0.14	0.14	0.29	0.33	0.33	0.37
Crit Vol:		441			955				453			585
Crit Moves:					****				****			****

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